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FAX: 558-5991

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To Interested Parties Regarding the Attached Preliminary Mitigated Negative Declaration:

A Preliminary Mitigated Negative Declaration is being sent to you because you own property adjacent to the site, or because you have expressed an interest in the proposed project or the project area. Notice of publication of this document was printed in a newspaper of general circulation on the day that this was mailed to you.

Prior to consideration of the proposed project by decision makers (which may result in either approval or disapproval), the Planning Department is required to complete an environmental evaluation. In conformance with this requirement, the Department's Major Environmental Analysis Division has determined that it could not **significantly** affect the environment. Declaration containing this determination with supporting reasons is

5/S



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amendment of the text. (Text may be amended to clarify or correct  
include additional relevant issues or to cover issues in greater depth.  
al described below). - OR -

f no significant effect in a letter that specifies the grounds for such  
mental impact report (EIR) be prepared. Send the appeal letter to the  
ul Maltzer, 1660 Mission Street, Suite 500, San Francisco CA, 94103.  
y a check in the amount of \$213.00 payable to the Planning  
d by 5 p.m. on the 20th day following the date of the publication  
Preliminary Mitigated Negative Declaration. The appeal letter and  
on at the Planning Information Counter on the first floor at

mmission to determine whether or not an EIR must be prepared, based  
whether or not the project could have a substantial adverse effect on the physical environment. If an  
appeal is filed, there will be a public hearing at which anyone may testify for or against the contention  
that an EIR is required. In the absence of an appeal, the Mitigated Negative Declaration may be made  
final, subject to necessary modifications, at the end of the 20-day review period.

Please note that preparation or finalization of a Mitigated Negative Declaration does not indicate a  
decision by the City to approve or to disapprove the proposed project. However, prior to making any  
such decision, the decision makers must review and consider the information contained in the Mitigated  
Negative Declaration.

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ve any questions concerning the attached materials or this process, please contact the planner  
as the "Agency Contact Person" on the Preliminary Mitigated Negative Declaration cover page.

DOCUMENTS DEPT.

AUG 16 2004





# PLANNING DEPARTMENT

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Prior to consideration of the proposed project by decision makers (which may result in either approval or disapproval), the Planning Department is required to complete an environmental evaluation. In conformance with this requirement, the Department's Major Environmental Analysis Division has evaluated the current proposal and has determined that it could not **significantly** affect the environment. A Preliminary Mitigated Negative Declaration containing this determination with supporting reasons is enclosed.

Within 20 calendar days from the date of publication indicated on the first page of the Preliminary Mitigated Negative Declaration, any person may:

- 1) Review the attached materials for informational purposes.
- 2) Make recommendations for amendment of the text. (Text may be amended to clarify or correct statements and may be expanded to include additional relevant issues or to cover issues in greater depth. This may be done without the appeal described below). - OR -
- 3) Appeal the determination of no significant effect in a letter that specifies the grounds for such appeal and requests that an environmental impact report (EIR) be prepared. Send the appeal letter to the Planning Department, Attention: Paul Maltzer, 1660 Mission Street, Suite 500, San Francisco CA, 94103. **The letter must be accompanied by a check in the amount of \$213.00 payable to the Planning Department, and must be received by 5 p.m. on the 20th day following the date of the publication indicated on the first page of the Preliminary Mitigated Negative Declaration.** The appeal letter and check may also be presented in person at the Planning Information Counter on the first floor at 1660 Mission Street, San Francisco.

An appeal requires the Planning Commission to determine whether or not an EIR must be prepared, based upon whether or not the project could have a substantial adverse effect on the physical environment. If an appeal is filed, there will be a public hearing at which anyone may testify for or against the contention that an EIR is required. In the absence of an appeal, the Mitigated Negative Declaration may be made final, subject to necessary modifications, at the end of the 20-day review period.

Please note that preparation or finalization of a Mitigated Negative Declaration does not indicate a decision by the City to approve or to disapprove the proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the Mitigated Negative Declaration.

If you have any questions concerning the attached materials or this process, please contact the planner identified as the "Agency Contact Person" on the Preliminary Mitigated Negative Declaration cover page.

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## PRELIMINARY MITIGATED NEGATIVE DECLARATION

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**Date of Publication of Preliminary Mitigated Negative Declaration:** August 14, 2004

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**Lead Agency:** City and County of San Francisco, Planning Department  
1660 Mission Street, 5th Floor, San Francisco, CA 94103

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**Agency Contact Person:** Carol Roos **Telephone:** (415) 558-5981

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**Project Title:** 2003.1086E: One South Park Adaptive Reuse  
2004.0231E: Ordinance Amending Planning Code Zoning Map 1H  
**Project Sponsor:** Peter Meier  
**Contact Person:** Jared Eigerman, Reuben & Junius, (415) 567-9000

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**Project Address:** 2003.1086E: One South Park, at Second Street  
2004.0231E: Second Street, west side from South Park to Brannan Street  
**Assessor's Block and Lot:** 2003.1086E: Block 3775, Lot 7  
2004.0231E: Block 3775, Lots 7 and 8  
**City and County:** San Francisco

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**Project Description:** The proposed projects analyzed herein include a Board of Supervisors ordinance to amend San Francisco Zoning Map 1H to change the Height and Bulk Designation for the affected properties, One South Park and 580 Second Street, from 40-X to 65-X. This Negative Declaration also analyzes a project that would rehabilitate, alter, seismically upgrade and renovate a vacant 52,500-gross-square-foot former warehouse and garment manufacturing building, constructed in 1913, at the southwest corner of South Park and Second Street, and convert it to residential use, with a ground-floor restaurant space. The project would include 35 residential units with 35 parking spaces, about 3,930 sq. ft. of open space for the residential units, and about 4,000 gross square feet of ground-floor retail/restaurant space. The building is Contributory to the South End Historic District under Article 10 of the San Francisco Planning Code. The project would lower the existing ground floor by approximately 4.5 feet to accommodate the insertion of a new floor between the existing first and second floors. The project would infill the open railcar spur located along the Second Street elevation; replace the existing industrial steel sash windows; add a partial penthouse (up to nine feet above the parapet); create two light wells at the interior and the rear of the building; replace existing roll-up loading doors with new entries at the eastern and northern elevations; and insert new window openings at the rear, west elevation. The project requires the following approvals: Zoning Height reclassification for the proposed partial fifth floor; Conditional Use authorization for dwelling units in the SSO Use District; a Certificate of Appropriateness for alterations to a Contributory building in a historic district; a Rear Yard Exception; and a subdivision map. The proposed zoning reclassification, which also would apply to the adjacent property at 580 Second Street, requires approval by the Planning Commission and the Board of Supervisors and the signature of the Mayor. (No alteration of the 580 Second Street building or use is proposed nor would any development be permitted under the rezoning that is not currently allowed.)

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**Building Permit Application Number, if Applicable:** None yet.

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**THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.** This finding is based upon the criteria of the Guidelines of the State Secretary for Resources Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons, as documented in the Initial Study for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects: See pages 43-44.

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cc: Supervisor Chris Daly – District 6  
Jared Eigerman, for the Project Sponsor  
Winslow Hastie, NE Quadrant Planner  
Paul Lord  
Jean Paul Samaha  
Distribution List  
O. Chavez / Bulletin Board  
L. Fernandez / Master Decision File

ONE SOUTH PARK ADAPTIVE REUSE AND ZONING MAP 1H AMENDMENT  
INITIAL STUDY  
2003.1086E AND 2004.0231E

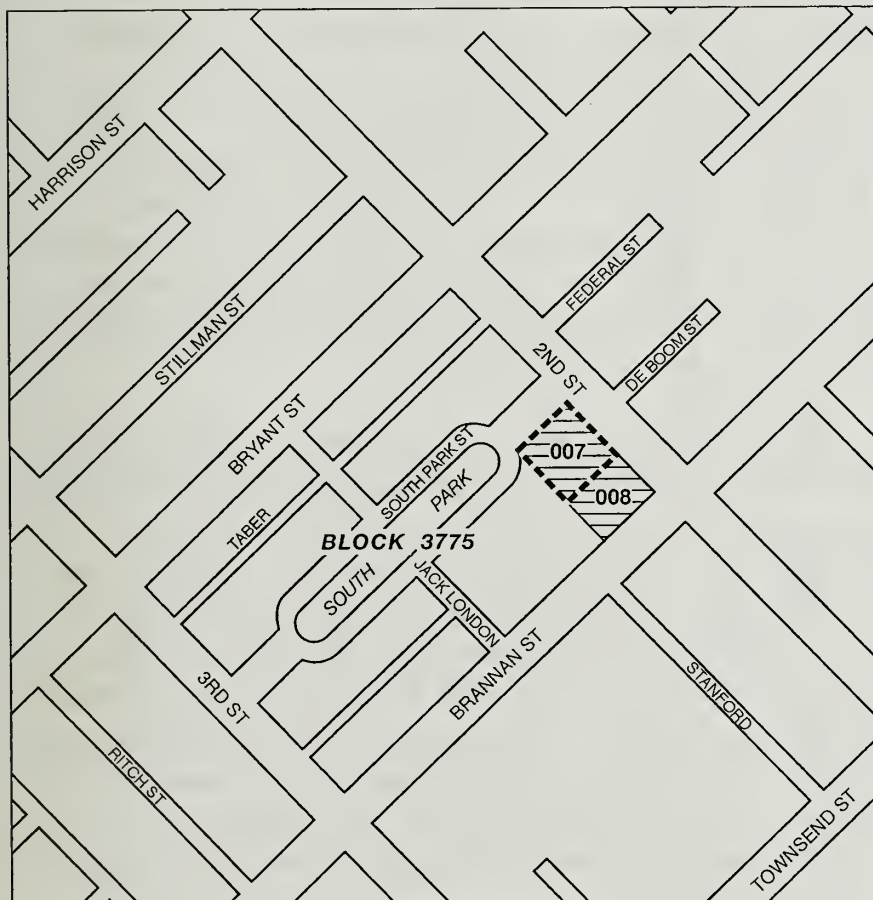
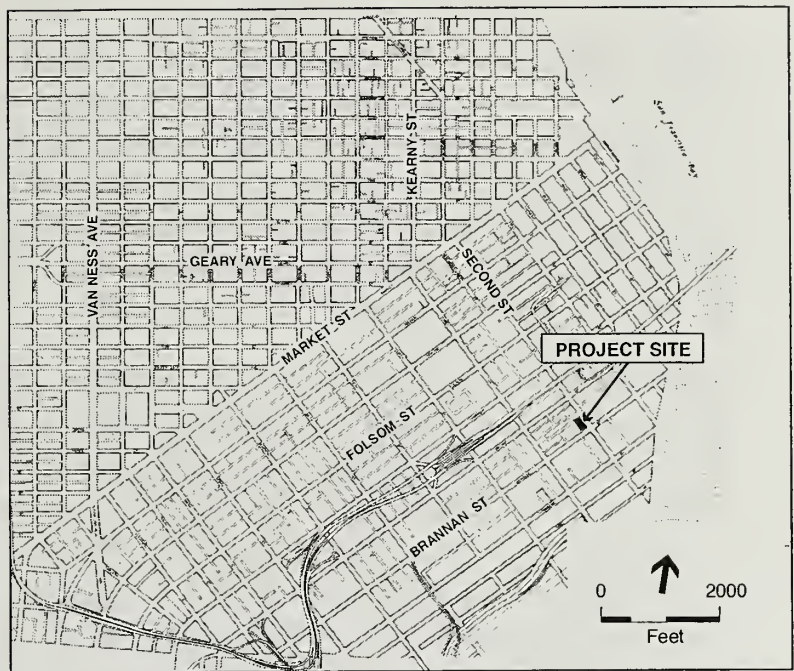
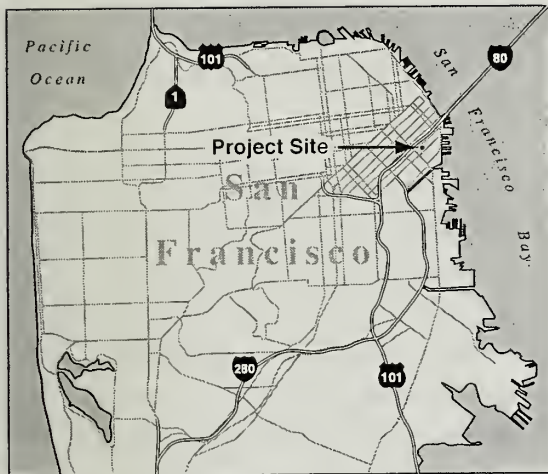
**PROJECT DESCRIPTION**





The project development site is One South Park (Assessor's Block 3775, Lot 7) located at the southwest corner of Second Street and South Park. The site for the proposed zoning reclassification includes this development site, and the adjacent 580 Second Street (Assessor's Block 3776, Lots 7 and 8). Both are on the eastern side of the block bounded by Second, Brannan, Third, and Bryant Streets in the South of Market neighborhood of San Francisco. The proposed development project is the adaptive reuse of an existing, vacant, light-industrial building located within the South End Historic District at One South Park, at the corner of Second Street (see Figure 1). The building has been vacant since 1993 or 1994. The project would increase the floor area of the existing building through excavation and lowering the existing ground floor by about 4.5 feet, construction of a new floor level between the lowered ground floor and the existing second story, and creation of a partial fifth floor that would be added atop the existing roof; the roof would be reconstructed. Alterations would include infill of existing railroad spur/loading dock bays along the eastern (Second Street) elevation (historically, the primary façade), which would be enclosed with glass recessed eight inches behind the interior wall. Two light wells would be created at the interior and the rear of the building to meet residential exposure requirements, and existing roll-up loading doors would be replaced with new entries at the eastern and northern elevations. Modifications to existing windows would include replacement of the existing steel sash windows with aluminum-frame, double-paned windows, and installation of new window openings at the existing third and fourth stories of the western façade (historical rear). The existing building is about 52,500 gross square feet (gsf) in size, and the renovated building would be about 62,000 gsf, a 9,500 gsf net increase for the site. The building also would be seismically strengthened.

The project would convert the existing, vacant warehouse/former garment manufacturing use building to residential use. The project would construct 35 dwelling units (31 market-rate and four affordable) with 35 parking spaces, plus a 4,000-gsf retail/restaurant space on the ground floor within the renovated building. Units would be a mix of one-, two-, and three-bedroom units; as currently proposed, more than two-thirds would have two or three bedrooms. The residential units would range from about 683 gsf to 2,100 gsf in size. A combination of private and common open space would be provided on private decks and in a new courtyard located on the second floor and surrounded by the existing building. To accommodate the new partial fifth floor, a change in the Zoning Map height designation for the site at One South Park and the adjacent parcel located at the northwest corner of Second Street and Brannan Street (580 Second Street) is proposed, and is discussed in the Negative Declaration. The Height and Bulk District is proposed to be changed from the existing 40-X to 65-X for the area including One South Park and 580 Second Street (the west side of Second Street from South Park to Brannan Street).

The project would alter the building exterior as noted. The most extensive alterations would occur at the west wall. The project would demolish about one-third of the western exterior wall, replacing it with





-  Project Site:
-  Proposed Rezoning
-  Project Site:
-  Proposed One South Park Residential
- 007** Lot Number



SOURCE: Environmental Science Associates 2003.1086E and 2004.0231 One South Park Reuse and Zoning Map 1H Amendment (204194) ■

**Figure 1**  
Project Location

glazing. This alteration is intended to allow light and air to the interior courtyard for project residents. The residential units fronting on this courtyard would face a largely glass wall set back about ten feet from the existing western wall. The project would retain and reglaze the three industrial sash windows on the existing third floor (proposed fourth floor) and install matching windows on the existing second floor (proposed third floor). Finally, the new partial fifth floor would rise (at its highest point) about nine feet above the western parapet; this new floor level would be set back a minimum of 26 feet from the western façade of the building (see Figure 2, p. 5).

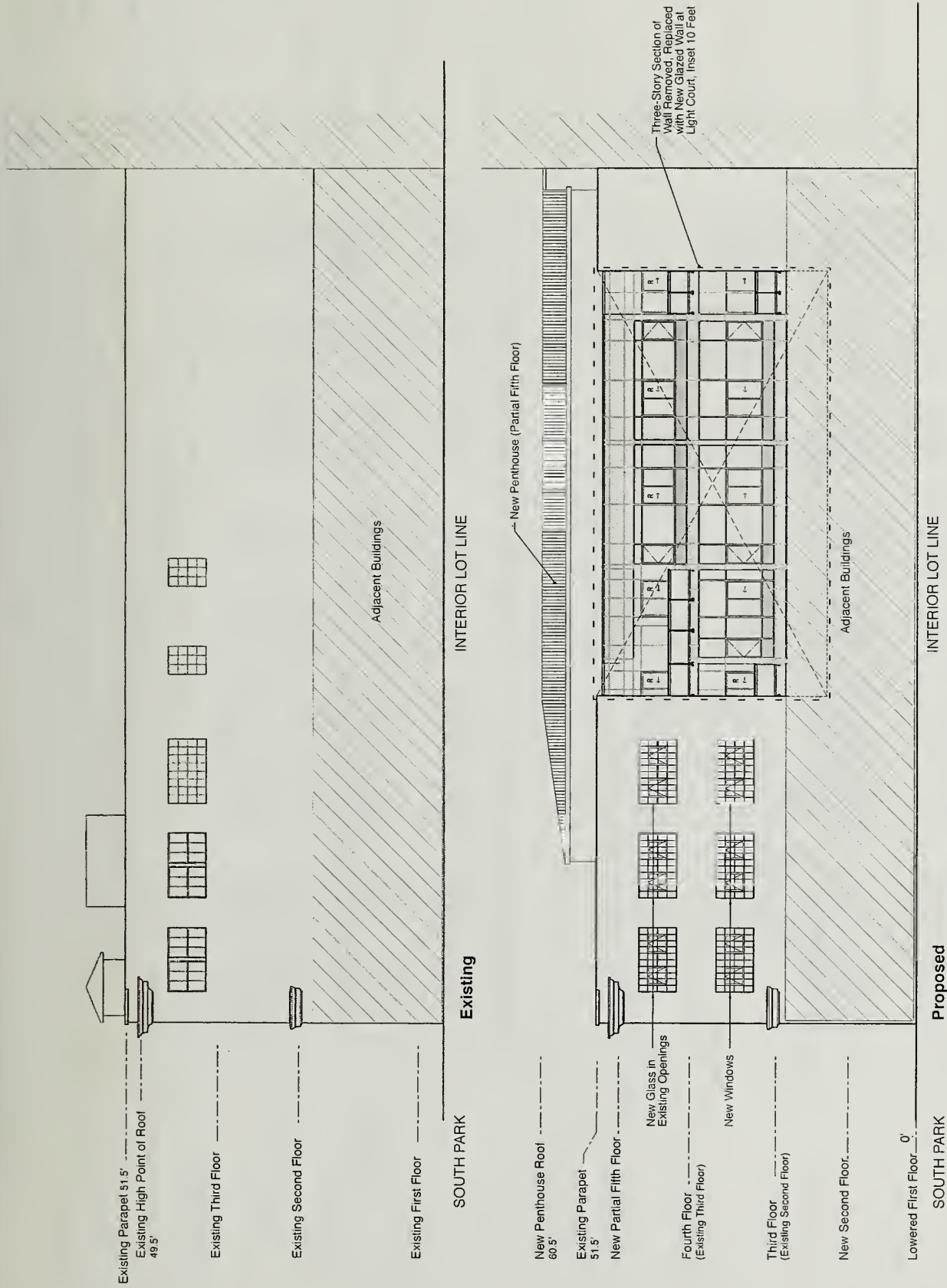
At the building's eastern, Second Street and northern, South Park façades, exterior changes would include installation of new sash and glazing intended to match the existing fenestration pattern. The existing arcade along Second Street over the railway spur would be incorporated into the project as interior retail and residential space (see Figure 3, p. 6). New glazing would be installed on the interior of the arcade, in a recessed glass curtain wall system. On the South Park elevation, an existing building entry would be relocated, one bay to the west of an existing doorway, with a new door and side glazing added below the existing window (see Figure 4, p. 7). Two metal roll-up doors would be replaced, one with the new garage door and a second, with glazing and a sill matching the existing pattern. The original opening of the railroad spur would be enclosed with glass, recessed eight inches behind the interior wall, as on the Second Street façade. The project would include construction of a partial fifth floor that would rise between five and nine feet above the existing parapet (up to 11 feet above the existing roof line) and would be set back a minimum of 26 feet from the western building wall, 29 feet from the north (South Park) façade and a minimum of 12 feet from the east (Second Street) façade to limit visibility from the street level and to avoid new shading of South Park during hours covered by Planning Code Section 295. The proposed materials for the penthouse are modern construction materials (aluminum-framed windows and a metal roof) intended to complement the existing historic warehouse. The proposed metallic light gray finish for the walls and roof of the new penthouse would distinguish the new construction from the materials and color of the historic building.

The project would increase the floor area of the existing former warehouse. Within the existing building envelope, the ground floor would be excavated and lowered by about 4.5 feet; approximately 3,000 cubic yards of soil would be removed. A new second floor would be added to the building, between the lowered ground floor and the existing second story, and the partial fifth floor would also be added at roof level. The building's ground level would include a lobby, two dwelling units, and 4,000 gsf of retail/restaurant use at the corner of Second Street and South Park (see Figure 5, p. 8). The remaining 33 residential units would be constructed on the building's second, third, fourth floors, and partial fifth penthouse floor. A total of 35 parking spaces consisting of 14 independently accessible, at-grade parking spaces and 21 mechanical, stacked parking spaces<sup>1</sup> would be provided off street, in the western half of the ground floor. Two of the at-grade spaces would be disabled-accessible. The parking area would also include six bicycle parking spaces. Access to the parking area would be on South Park, where the project

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<sup>1</sup> Vertical stackers allow cars to be parked more than one vehicle high in the floor area of a single parking space. The proposed stackers would be self-service.



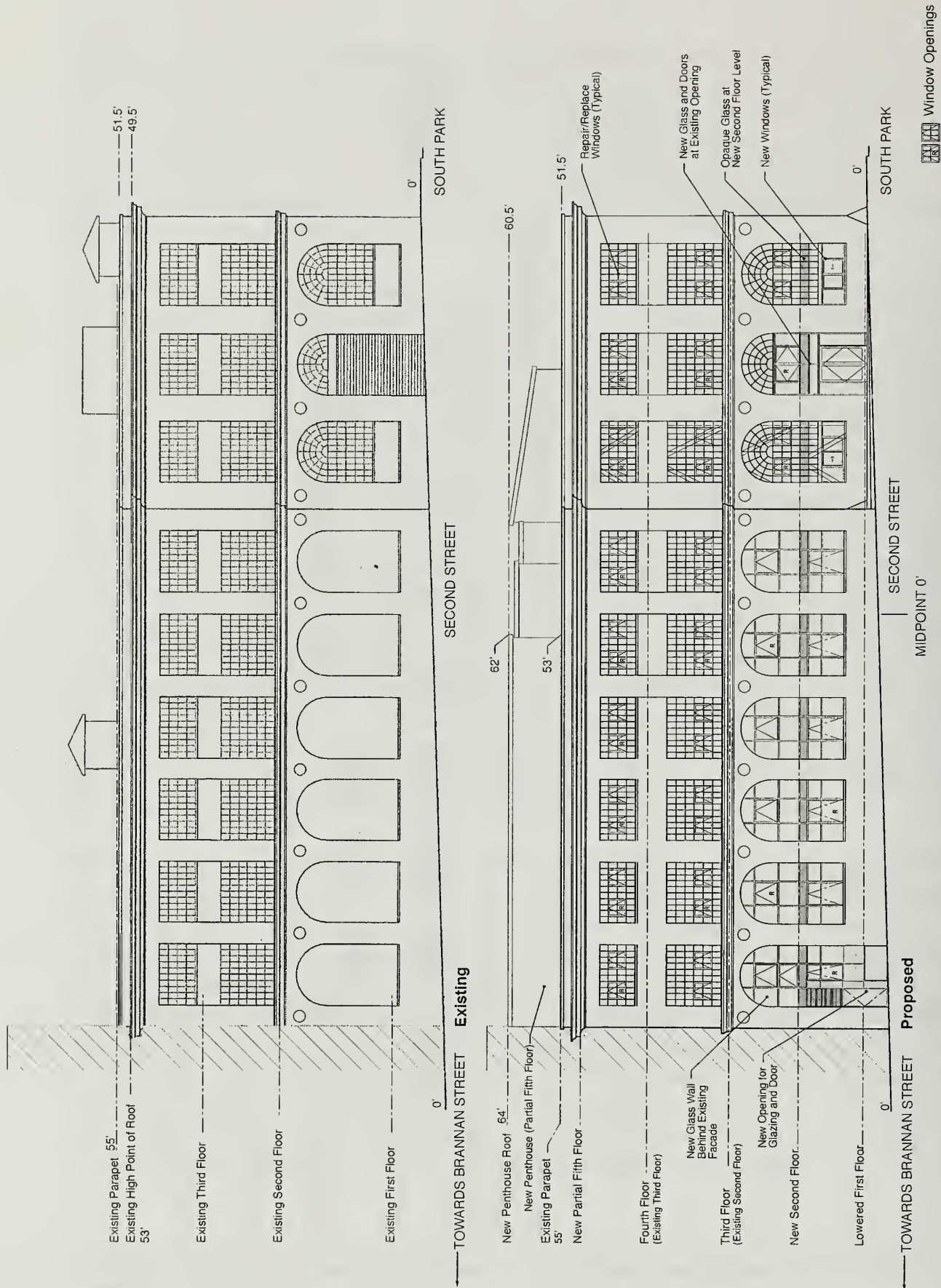


2003, 1086E and 2004, 0231 One South Park Reuse and Zoning Map 1H Amendment (204194)

**Figure 2**

West Elevation (Facing Toward Third Street)

SOURCE: Levy Design Partners



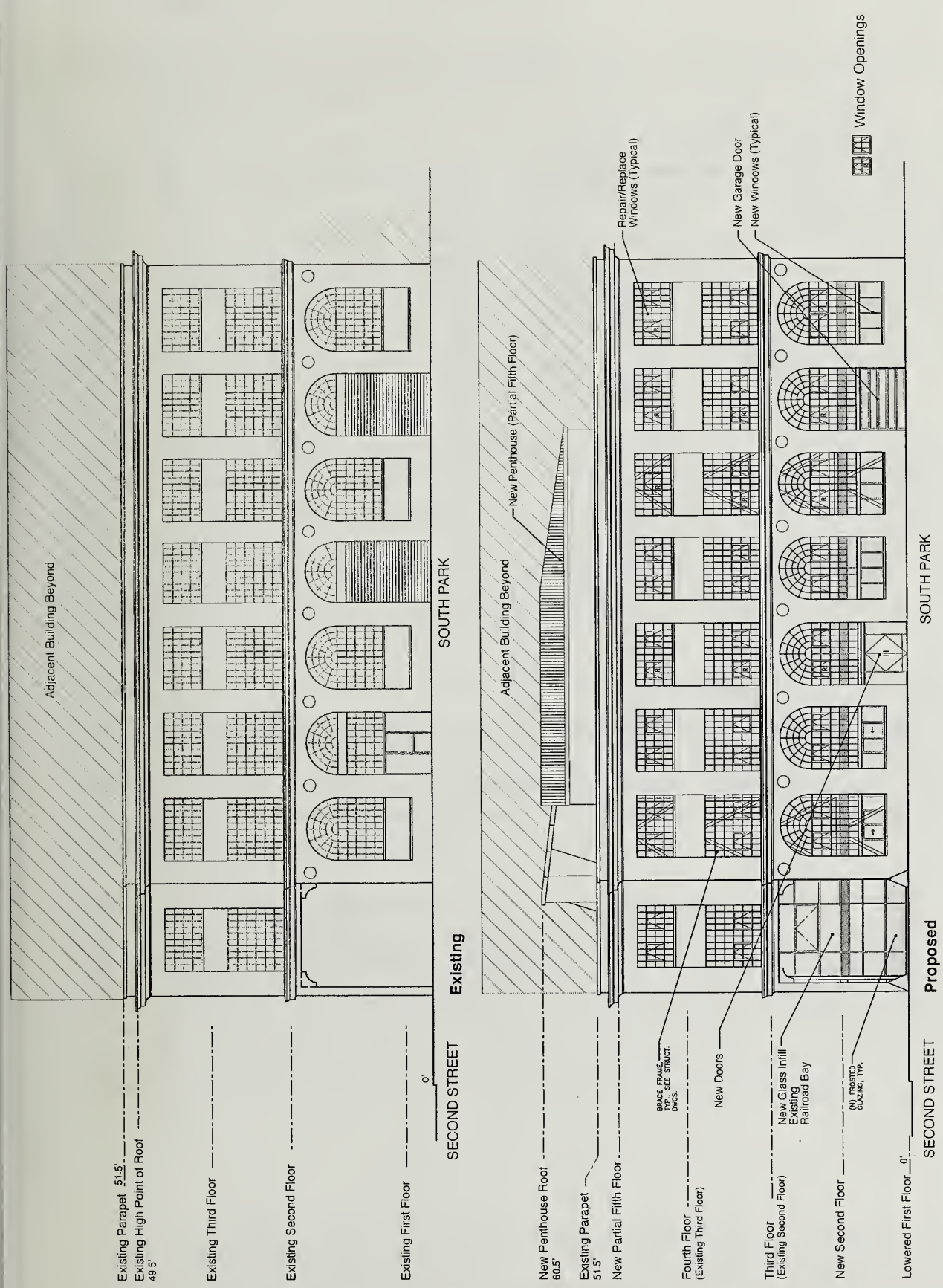
SOURCE: Levy Design Partners

2003.1086E and 2004.0231 One South Park Reuse and Zoning Map 1H Amendment (204194)

**Figure 3**

East (Second Street) Elevation

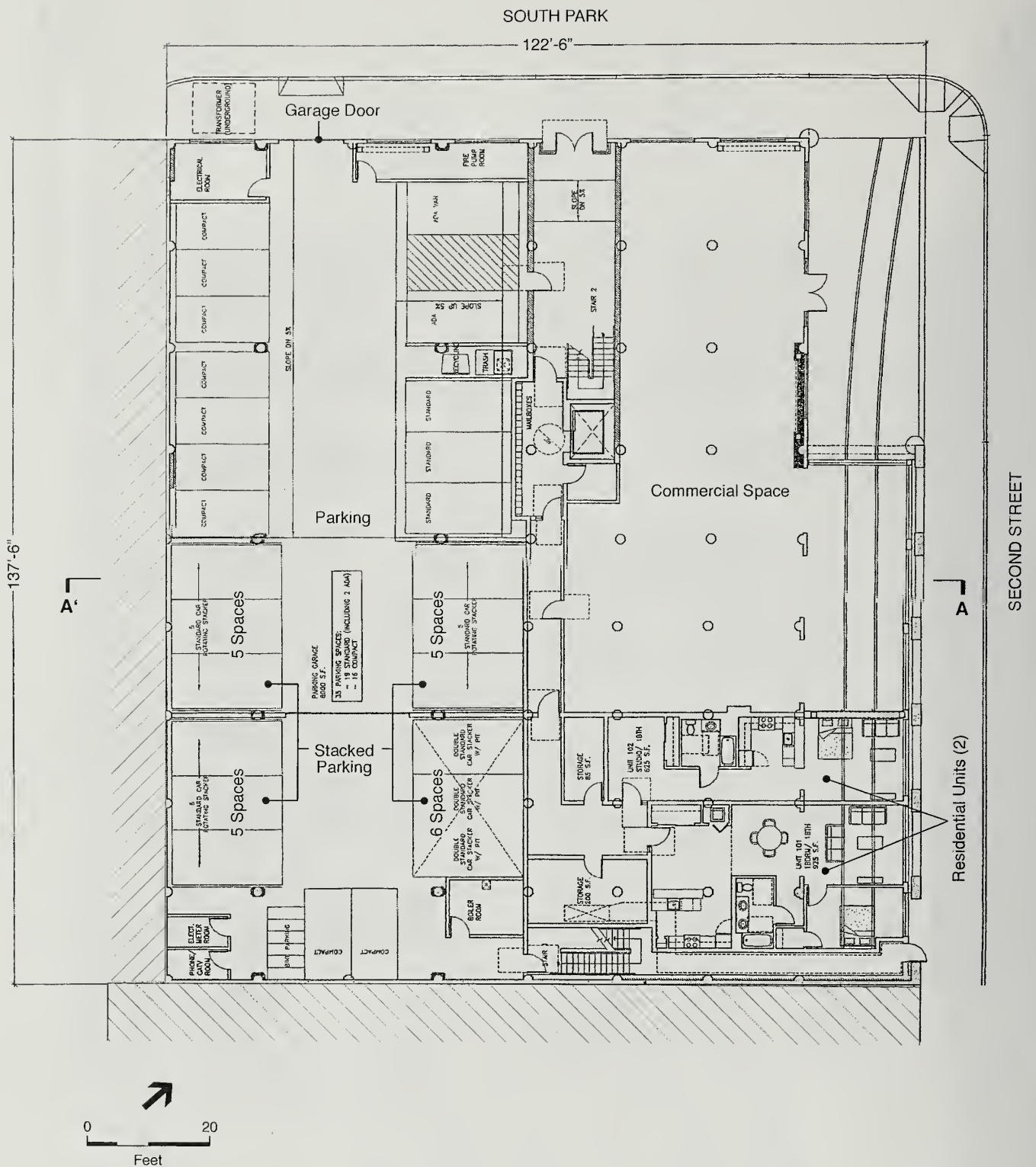




2003.1086E and 2004.0231 One South Park Reuse and Zoning Map 1H Amendment (204194) ■ **Figure 4**  
North (South Park Street) Elevation

SOURCE: Levy Design Partners





SOURCE: Levy Design Partners

2003.1086E and 2004.0231 One South Park Reuse and Zoning Map 1H Amendment (204194) ■

**Figure 5**  
Ground Floor Plan

would convert a large, existing window on the ground level into a vehicular entrance/exit of the same horizontal dimension (approximately 12 feet wide).

The project site is located within the South of Market SSO (Service/Secondary Office) Zoning Use District, in which dwelling units are allowable as a Conditional Use. The SSO District requires a rear yard that is equal to at least 25 percent of the total depth of the lot; in this case, approximately 34.5 feet, based on a depth of 137.5 feet from South Park. This would make the required rear yard 122 feet by 34.5 feet, or about 4,200 square feet. The project site is occupied entirely by the existing building, which would be retained; thus, it is not feasible to provide a 25 percent rear yard. Therefore, the project sponsor would seek a modification of the rear yard requirement under Planning Code Sections 134(e) and 307(g) for the amount and placement of open space that the project would provide, a total of approximately 3,930 gsf, in other than standard rear yard configuration

In the SSO District, Planning Code Section 135(d) requires 36 square feet of private open space per dwelling unit; common open space may satisfy all or part of the requirement, at a rate of 48 square feet per unit. The project would provide private usable open space for 14 dwelling units, consisting of private decks at the second and fifth floors, each a minimum of 36 square feet and ranging between 121 and 395 square feet. The project would also provide an interior courtyard of 1,245 square feet as common usable open space for the other 21 residential units (see Figure 6). Open space would total approximately 3,930 square feet, thus exceeding the Code requirement.<sup>2</sup>

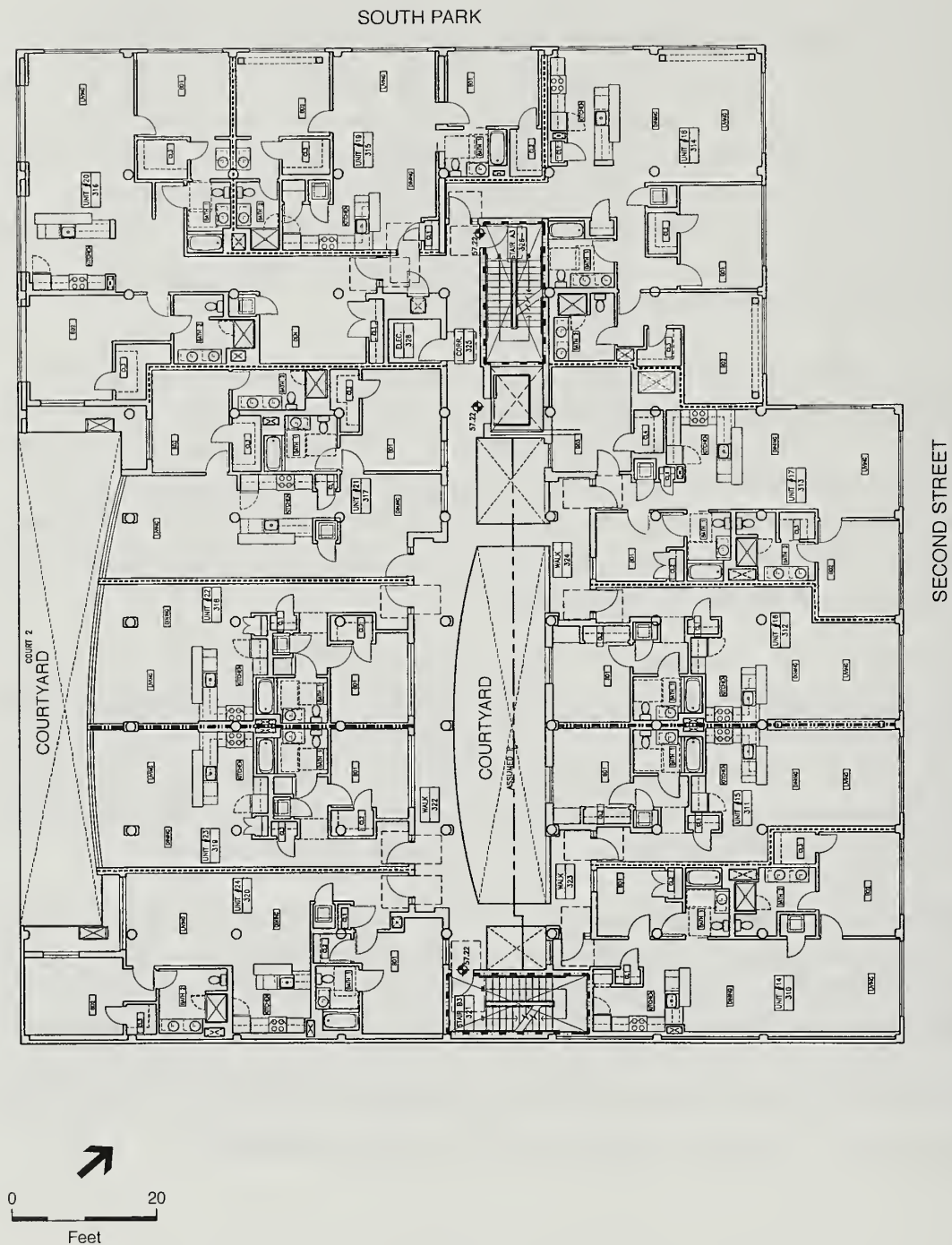
Properties within the SSO District are limited to a floor-area ratio (FAR) 3.0 to 1. The FAR does not apply to residential dwelling units and accessory parking, thus only the 4,000-gsf retail/ restaurant space is included for purposes of FAR calculation. This yields an FAR of 0.2 to 1 for the proposed project, well within the allowable FAR. The SSO District permits up to one residential unit per 200 square feet of lot area, which would allow up to 82 units at the 16,775-square-foot project site. The project sponsor proposes 35 residential units, 47 fewer than the maximum allowable residential density.

The project site is situated within a 40-X Height and Bulk District, which permits buildings up to 40 feet tall. There are no bulk limitations in an X district. The existing building on the project site is a legally noncomplying structure approximately 51 feet in height.<sup>3</sup> The project would be constructed within the existing building envelope with the exception of the new partial 6,841-gsf fifth floor, which would increase the building height from about 51 feet to about 62 feet. A rezoning of the current Height and Bulk is concurrently proposed for the One South Park and 580 Second Street parcels, from the existing 40-X designation to 65-X. The project would be allowable with this reclassification.

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<sup>2</sup> For the 14 units with private open space, each would have more than 36 square feet, while the 21 other units would have access to the 1,245-sq.-ft. court, which would exceed the required 1,008 sq. ft. (21 units x 48 sq. ft. = 1,008 sq. ft.)

<sup>3</sup> The building predates current zoning and is therefore legally noncomplying. Measured according to the Planning Code (which excludes the parapet), the building height is approximately 51 feet between street level and the roof, at the midpoint of the Second Street property line. It is about 53 feet tall to the parapet.



SOURCE: Levy Design Partners 2003.1086E and 2004.0231 One South Park Reuse and Zoning Map 1H Amendment (204194) ■

**Figure 6**  
Typical Residential Floor



The building on the adjacent parcel, 580 Second Street, currently extends to a height of approximately 70 feet. As noted, this proposal does not include any changes in the building or existing uses at 580 Second Street, nor would any development be permitted there under the rezoning that is not currently allowed, as the existing building already exceeds the proposed 65-foot maximum height. Should future development be proposed on that property, new construction would be required to be smaller than the existing building, to conform to the 65-foot maximum height limit. Should development be proposed at 580 Second Street in the future, it would be subject to CEQA requirements.

The project sponsor estimates that One South Park project construction would take about 18 months, with occupancy planned for 2006. Levy Design Partners of San Francisco is the project architect.

## **PROJECT SETTING**

As shown in Figure 1, p. 3, the 16,775-square-foot One South Park project site is located at One South Park, at the southwest corner of South Park and Second Street, within the City's South of Market area (SOMA). The warehouse building was constructed in 1913 as a tobacco processing and warehouse building. It has industrial sash windows with rectangular and arched fenestration and a stucco exterior. The building features an arcade along Second Street inside of which is a railroad spur track that once served the building's loading function. The two floors above are cantilevered over this open area.

Originally a warehouse, the building was used most recently as a garment factory; the building has been vacant since 1993 or 1994. The warehouse building is a Contributory structure within the South End Historic District, identified in Article 10 of the Planning Code, Preservation of Historical, Architectural and Aesthetic Landmarks, Appendix I, South End Historic District. The district and the building's architecture are discussed further under Historic Architectural Resources, p. 37.

## **APPROVALS REQUIRED**

As described above, the project site is within a SSO (Service/Secondary Office) Use District and a 40-X Height and Bulk District. The project's retail/restaurant use would be a principal permitted use in the SSO zoning district, and the residential use and accessory parking would be allowable under existing zoning with Conditional Use authorization (Planning Code Section 818.14), pursuant to Planning Code Section 303. The project would add approximately 11 feet above the existing roof, for a total height, measured according to the Planning Code, of 62 feet. The Height and Bulk designation for the site is concurrently proposed to be changed from the existing 40-X to 65-X at One South Park. The rezoning, which would allow a maximum building height of 65 feet, would also apply to the adjacent parcel located at the northwest corner of Second Street and Brannan (580 Second Street). With this rezoning, which would require approval by the Planning Commission and the Board of Supervisors and signature by the Mayor, the proposed project would be allowable.

The project requires a Certificate of Appropriateness from the Planning Department or Commission, as specified in Planning Code Section 1006, for exterior alterations to buildings within a historic district (see Historic Architectural Resources under Cultural, p. 37). The project requires a Variance for a Rear

Yard Exception under Planning Code Sections 134(e) and 307(g), for less than the required rear yard area and to provide open space in a configuration other than the standard rear yard as the existing structure is built to the lot lines. The Variance may be considered with the Conditional Use. The project requires building permits, which would require review and approval by the Planning Department and Department of Building Inspection, and a subdivision map from the Department of Public Works.

As noted, the zoning reclassification requires approval by the Planning Commission and the Board of Supervisors and the signature of the Mayor. This map change to Zoning Map 1H, which would change the Height and Bulk for the site from 40-X to 65-X, was introduced before the Board of Supervisors (File No. 040145). That ordinance has expired, and is expected to be reintroduced.

## ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Not	
	<u>Applicable</u>	<u>Discussed</u>
1) Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	_____	<u>X</u>
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_____	<u>X</u>

The San Francisco Planning Code implements the San Francisco General Plan, and governs permitted uses, densities and configuration of buildings within San Francisco. The Code incorporates by reference the City Zoning Maps. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code or an exception is granted pursuant to provisions of the Code. Approval of the proposed project would result in intensification of development on the site, the specific impacts of which are discussed below under the relevant topic heading(s).

The project site is within the South of Market SSO (Service/Secondary Office) Zoning District.

The Service/Secondary Office District (SSO) is designed to accommodate small-scale light industrial, home and business services, arts activities, live/work units, and small-scale, professional office space and large-floor-plate "back office" space for sales and clerical work forces. Nighttime entertainment is permitted as a conditional use. Dwelling units and group housing are permitted as conditional uses. Demolition or conversion of existing group housing or dwelling units requires conditional use authorization.

Office, general commercial, most retail, service and light industrial uses are principal permitted uses. Hotel, movie theater, adult entertainment and heavy industrial uses are not permitted. (Planning Code Sec. 818)

The proposed project requires Conditional Use authorization for dwelling units in the SSO District (Planning Code Sections 818 and 818.14.). The project site also is in a Mixed Use Housing Zone created by the Planning Commission late in 2001 (Planning Commission Resolution No. 16202), discussed below.



The project site is within a 40-X Height and Bulk District (40-foot maximum height limit, no bulk limit). The warehouse building on the site is a legally noncomplying structure of approximately 51 feet in height and the building at 580 Second Street is approximately 70 feet tall (also a legally noncomplying structure). Construction of the proposed project's new partial fifth floor requires a Zoning Map Height and Bulk District reclassification. A Height and Bulk District reclassification is concurrently proposed for the site and the adjacent parcel at 580 Second Street (Assessor's Block 3775, Lots 7 and 8).

Section 151 of the Planning Code requires one parking space for each residential unit; Section 155(c) requires these spaces to be independently accessible. The proposed project would provide 35 parking spaces, thus meeting the Planning Code requirement of one space per unit. As noted in the Project Description, 21 of the parking spaces would be provided in self-service vertical stackers.<sup>4</sup> No parking spaces would be provided for the 4,000 gsf of restaurant/retail space, and none is required under Planning Code Section 151 for retail /restaurant uses of less than 5,000 square feet of occupied floor area.<sup>5</sup> No loading spaces would be required under Section 152 of the Planning Code, and none are proposed.

In the SSO District, the Planning Code (Sec. 135(d)) requires 36 feet of private open space per dwelling unit; common open space may satisfy all or part of the requirement, at a rate of 48 square feet per unit (approximately 1.33 times the private open space requirement). As noted above, the project would provide private decks for 14 of the 35 dwelling units ranging between 121 sq. ft. and 395 sq. ft., and common open space totaling 1,245 square feet for the remaining units (60 square feet per unit for 21 units), a total of 3,930 sq. ft. The project would meet the Planning Code requirement for on-site open space, but would require a rear yard Variance.

As noted above, the project would require a Certificate of Appropriateness (Planning Code Section 1006) for exterior alterations to a Contributory building within the South End Historic District and a Variance for a Rear Yard Exception under Planning Code Sections 134(e) and 307(g).

On August 5, 1999, the Planning Commission imposed interim zoning controls for the City's industrially zoned land, for a period of 15 months or until the adoption of permanent zoning controls, whichever occurred earlier. The interim zoning controls created an Industrial Protection Zone (IPZ) and Mixed Use Housing Zones (MUHZs) within the City's industrially zoned land. Within the IPZ, new housing uses, including live/work projects, were generally not permitted. Within the MUHZs, the controls placed an emphasis on maximizing housing development. The proposed project is located in a designated MUHZ, in which new residential uses were generally encouraged. Although the IPZ Interim Controls have expired (July 2001), the intent of the controls became Commission policy through Planning Commission

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<sup>4</sup> Because the stackers would not require the presence of a valet, they may be considered independently accessible, although a determination by the Zoning Administrator may be required. Should it be determined that the stacked parking is not independently accessible, the project may be able to take credit for an existing parking shortfall (i.e., the 28 spaces that would have been required for the prior use, consisting of 52,500 gsf, or about 42,000 sq. ft. of net floor area, of manufacturing), pursuant to Planning Code Sec. 150(c), to avoid the need for a parking variance.

<sup>5</sup> Occupied floor area excludes certain areas such as exterior walls, restrooms, building mechanical equipment, etc., and is therefore smaller than gross floor area.



Resolution 16202, adopted August 9, 2001. The Resolution requires Discretionary Review for any housing proposal in the IPZ.

On October 16, 2003, Planning Department staff made a presentation and held a public hearing on current planning and environmental review for the Eastern Neighborhoods. (The Eastern Neighborhoods cover roughly the same geographical area as the IPZ planning area.) The Planning Commission closed the public hearing with no action by the Commission. The Planning Director and Acting Director informed the Commission of their intent to initiate the environmental review process for the Eastern Neighborhoods. The controls remain as Commission policy for the Eastern Neighborhoods Community Planning Process. The community planning process has designated the project site as Neighborhood Commercial-Transit under all three proposed options in the Planning Department's Eastern Neighborhoods *Rezoning Options Workbook* published in February 2003. The Neighborhood Commercial-Transit category would permit residential uses at a minimum of one unit per 600 sq. ft. of lot area, with no maximum density. Small retail (less than 5,000 sq. ft.) would also be permitted at the site. Production, distribution, and repair (PDR) uses were not identified for the project site or within a block of the project site. The project would be consistent with the Eastern Neighborhoods MUHZ designation of the site. As the site zoning is SSO, the project is allowable under existing zoning with Conditional Use authorization, (Planning Code Section 818.14). Planning Department staff in the case report for the project Conditional Use and the Planning Commission would consider current controls and planning efforts for the area in evaluating the Conditional Use application for the project. Consideration of the project in the Conditional Use process would not alter its physical environmental effects as discussed herein.

The Commission's original 1999 adoption of interim zoning controls reflected its concerns about the potential impact of the increasing number of residential uses in the City's industrial areas on the potential displacement of industrial uses in the City, rising land costs that could contribute to business and job flight from the City, conflicts over incompatible uses, and the supply of affordable housing within the City. As described above, the proposed project requires Conditional Use authorization, including a public hearing before the Planning Commission wherein these issues can be considered. The site as noted is in a MUHZ in which residential use is encouraged.

In February 2004, the Planning Commission adopted interim "Policies and Procedures for Development Proposals in Sections of the SOMA, Mission and Showplace Square." These policies are intended to protect PDR businesses and arts activities from displacement while allowing compatible residential development. The project site is included within the Housing/Mixed Use overlay area as designated in the interim policies. In the Housing/Mixed Use overlay area, the interim policies call for application of design guidelines attached to the policies; encourage the "maximum housing density permitted under current zoning ... consistent with the goals of maximizing family housing"; and further encourage at least 20 percent of housing units in projects of ten or more units to be built with two or more bedrooms. The interim policies permit light and medium PDR uses, such as distribution, warehousing, light manufacturing, repair services, and design and arts activities; recommend limiting building heights to 40 feet or less on streets less than 40 feet wide and adjacent to open spaces; and recommend that residential

parking not exceed one space per unit. The project would be consistent with the policies concerning provision of larger units and no more than one parking space per unit. Second Street is greater than 40 feet in width, and the project would reuse an existing building that already exceeds 40 feet in height. In part because it proposes larger units, the project would not provide the maximum allowable density on the site. It should be noted that the design guidelines accompanying the interim policies are applicable to construction of new buildings; the project is adaptive reuse of an existing building.

Environmental plans and policies, like the *Bay Area 2000 Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the General Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The Planning Commission case report and/or motions for the proposed Conditional Use authorization, the zoning reclassification, and the Variance for the Rear Yard Exception decision of the Zoning Administrator would contain the analysis determining whether the project is in conformance with the Priority Policies.

## B. ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No," without discussion, the conclusions regarding potential significant adverse environmental effects are based upon



field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's Guidelines For Environmental Review: Transportation Impacts, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

## ZONING MAP AMENDMENT

The proposed ordinance would amend San Francisco Zoning Map 1H, to reclassify the Height and Bulk District for Assessor's Block 3775, Lots 7 and 8, from the existing 40-X designation to 65-X. The existing building is approximately 51 feet tall, and is a legally noncomplying structure, having been built prior to the enactment of the current 40-foot height limit. The proposed project would increase the height of the building to approximately 62 feet. Therefore, the project would be allowable with the proposed height reclassification. Physical environmental effects of the proposed One South Park project are described below under "Development Project."

The Height and Bulk District reclassification is proposed to include the project site (Lot 7) and the adjacent parcel (Lot 8) at 580 Second Street. No physical change is currently proposed for the building at 580 Second Street, which is also a legally noncomplying structure approximately 70 feet in height, having been built prior to the enactment of the current 40-foot height limit. With the proposed change in the height classification, the building at 580 Second Street would remain a legally noncomplying structure and no further expansion of the height of that building would be allowable beyond permitted exceptions, as the existing building already exceeds the proposed 65-foot maximum height. Should that building be proposed to be demolished in the future, any new construction would be smaller than the existing building, to conform to the 65-foot maximum height limit. Any future proposals for that property would be subject to the requirements of CEQA. The proposed legislation would affect a very limited geographical area of San Francisco. The proposed ordinance, in and of, itself would have no direct physical effects. As noted, any project that would be enabled by the ordinance would be subject to CEQA requirements.

The zoning reclassification requires approval by the Planning Commission and the Board of Supervisors and the signature of the Mayor.

In light of the above, the proposed Zoning Map height and bulk reclassification would not result in impacts beyond those described in the following section, and would not have a significant adverse effect on the environment.

## DEVELOPMENT PROJECT

The development project is the adaptive reuse of the building at One South Park (originally built as a warehouse), as a 35-unit residential development with street level restaurant/retail space. The development project is described in detail in the Project Description section above and on the cover page. Its physical environmental impacts are discussed below by topic.



1) <b>Land Use</b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or divide the physical arrangement of an established community?	<u>      </u>	<u>  X  </u>	<u>  X  </u>
(b) Have any substantial impact upon the existing character of the vicinity?	<u>      </u>	<u>  X  </u>	<u>  X  </u>

The existing structure on the project site was originally a warehouse building. It has been vacant since 1993 or 1994. Originally the building was used by the California Tobacco Company as a tobacco processing and warehouse building, and most recently used as a garment factory.

The project site is located in San Francisco's South of Market (SOMA) area, which is covered by the South of Market Plan, an area plan contained in the San Francisco General Plan. The South of Market Plan Area is an economically, socially, and culturally diverse area of approximately 350 acres. Primary goals of the South of Market Area Plan are to protect and facilitate expansion of industrial, artisan, home and business service, and neighborhood-oriented retail and community service activities; and encourage the development of new, affordable housing. Flexible land use standards are intended to encourage preservation and development of affordable live/work units in the plan area. To protect existing industrial/business sectors from commercial office expansion from nearby downtown, the South of Market Area Plan calls for office uses along the eastern edge and part of the southern edge of the area. The plan states that existing nonconforming uses should be permitted to remain.

The SOMA area developed quickly during the 1990s due to several factors making it a preferred location among dot-com companies and professional service firms. At that time, the blocks immediately adjacent to the project site were dominated by multimedia businesses, centered on South Park. Much of the commercial space in the project vicinity is now vacant, following the collapse of the dot-com market sector.<sup>6</sup> Currently, the neighborhood in the immediate project vicinity consists of commercial uses, high-density residential uses and mixed use buildings. Residential developments to the south and east of the project site include the South Beach Marina Apartments, Steamboat Point Apartments, 88 Townsend Street and 88 King Street, all within a two block radius. There are existing, ground-floor commercial uses with residential uses or office space above along Second Street and South Park in the site vicinity. SBC Park (formerly Pacific Bell Park) is located two blocks southeast of the project site, along The Embarcadero between Second and Third Streets. The proposed use would be consistent with existing development and uses within the project vicinity.

The proposed project would be the adaptive reuse of the existing 52,500 gsf historic warehouse building on the site for 35 residential units and 35 accessory parking spaces, and 4,000 gsf of retail/restaurant space.

<sup>6</sup> According to Colliers International, the South of Market office vacancy rate in the first quarter of 2004 exceeded 25 percent, including sublease space. (Source: Colliers International Office Market Report: San Francisco, March 2004: [http://www.colliersmn.com/prod/ccgrd.nsf/publish/003311AB911A8ABD88256E7C0060135B/\\$File/Q1\\_2004.pdf](http://www.colliersmn.com/prod/ccgrd.nsf/publish/003311AB911A8ABD88256E7C0060135B/$File/Q1_2004.pdf). Accessed June 5, 2004.) Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.

The land use in the project vicinity is mixed, including commercial uses and a number of existing residential developments, as noted. The project would introduce new uses on the site that would be consistent with uses in the project vicinity. The project's proposed ground-floor retail/restaurant space would be expected to contribute to an active street/pedestrian level in the Second Street corridor. Therefore, in terms of land use, the project would not disrupt or divide the physical arrangement of the community and would not have a negative effect upon the character of the area. In light of the above, the project effects related to land use would not be significant.

2) <u>Visual Quality</u> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Have a substantial, demonstrable negative aesthetic effect?	_____	<u>X</u>	<u>X</u>
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_____	<u>X</u>	<u>X</u>
(c) Generate obtrusive light or glare substantially impacting other properties?	_____	<u>X</u>	<u>X</u>

As noted, the One South Park building is a Contributory building to the City's South End Historic District. The proposed project would retain the two principal building façades, on Second Street and South Park, intact with minor alterations (described below), alter the west, secondary façade, and alter the interior. The project would enclose the open railroad spur with a glass curtain wall system to be inserted within the space and recessed from the inside wall of the arcade by eight inches. According to the Planning Department evaluation of the proposed changes the glass curtain wall system would be recessed from the wall of arched openings, which would allow a casual visitor to "read" this space as open and "it would be easily understood that this infill is a modern alteration."<sup>7</sup> All of the existing industrial steel sash windows would be replaced. Other exterior modifications would include the vertical addition of a partial penthouse level, the creation of two light wells (one interior and the other at the west elevation) to meet residential exposure requirements, the replacement of existing roll-up loading doors with new entries at the east and north elevations, and the insertion of new window openings at the west elevation. The light wells, the west elevation and the penthouse level would generally not be visible from public spaces. The penthouse would be set back from the eastern, western, and northern building façades, and the building openings (windows and doors) on the primary façades would be replaced with compatible materials and design. The changes to the west façade would be to a secondary façade on an interior lot line.

Interior changes would generally not be noticeable outside the building except for the new second floor between the existing first and second floors. The new floor would be inserted at approximately the midpoint of the existing tall ground-floor windows; a band of frosted glass is intended to make this new structural element less visible from the outside. Also, seismic strengthening of the building would result

<sup>7</sup> Winslow Hastie, San Francisco Planning Department Preservation Technical Specialist, Memorandum to Carol Roos, San Francisco Planning Department Major Environmental Analysis, April 15, 2004. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.



in braces in the building interior, which would be visible from outside of the building in some of the windows. A new partial fifth floor, or penthouse, would be constructed. It would be about 11 feet above the existing roof height, and between five and nine feet above the existing parapet; the penthouse would be set back a minimum of 26 feet from the western edge, 29 feet from the (north) South Park façade and a minimum of 12 feet from the east (Second Street) façade, which would limit visibility from the street level, that is, the penthouse would not be visible from sidewalks at the base of the building. The proposed materials for the penthouse are modern warehouse construction materials (aluminum-framed windows and a metal roof) intended to complement but also be distinct from the existing historic warehouse.

Because, as discussed above, the project would not result in a substantial alteration to the building envelope of the One South Park building and would retain the majority of the existing historic window pattern as well as the railroad spur, the proposed project would not result in a substantial, demonstrable negative aesthetic effect or substantially degrade the existing visual character or quality of the building or the site and its surroundings, nor would the project create a visually obtrusive element in views of the site. The project would not obstruct publicly accessible scenic views, because the change in massing due to the project would be limited to the addition of the partial penthouse, which would not be visible from the sidewalk below and would not be a substantial element in the views of the site from a greater distance. Private views of South Park from the areas adjacent to the project site are currently affected by the existing building, and thus would not change. The project would add between five and nine feet to the height of the existing building to the parapet with the addition of the partial fifth floor. Because the new partial fifth floor would be set back from three building frontages, it is not expected to block private views. (Please see Cultural: Historic Architectural Resources, p. 37, for a discussion of project effects on historic architectural resources, including the South End Historic District.)

The project site would be more noticeable at night than with existing conditions because the commercial building is currently vacant and the project would introduce residential lighting to the site that would be typical of residential lighting. Exterior residential lighting at building entryways would be positioned to minimize glare. Lighting would not be in excess of that commonly found in urban areas. Therefore, environmental effects of light and glare due to the project would not be significant.

In view of the above, the project would not result in a significant effect regarding Visual Quality.



3) <b><u>Population</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Induce substantial growth or concentration of population?	_____	<u>X</u>	<u>X</u>
(b) Displace a large number of people (involving either housing or employment)?	_____	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_____	<u>X</u>	<u>X</u>

The proposed project would construct 35 new residential units that could result in an on-site population of approximately 51.<sup>8</sup> The project site is within U.S. Census Tract 179.01, which is generally bounded by Howard Street, 3rd Street, Townsend Street, and the San Francisco Bay. In 2000, the estimated population residing in Census Tract 179.01 was approximately 5,408. The proposed project would increase the population within Census Tract 179.01 by less than 0.1 percent. In 2003, the U.S. Census estimated the population in San Francisco at approximately 751,682.<sup>9</sup> The project would increase the overall population of the City and County of San Francisco by less than 0.01 percent. In both cases, the change due to the project would be less than one percent. The overall impact on the population of San Francisco could not be considered a significant effect.

San Francisco is the central city in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. These factors contribute to San Francisco consistently ranking as one of the most expensive housing markets in the United States and also contribute to support strong housing demands in the City. The proposed project would provide 35 new residential units, four of which would be affordable residential units, in accordance with City inclusionary housing requirements. Given the demand for housing in San Francisco, and the increase in on-site population in relationship to the nearby area, the project impact on population would not be considered a significant effect. (Potential secondary effects of the increase in population, such as traffic impacts, are discussed by topic in this Initial Study.)

The 35 proposed units on the site would not substantially increase the population of the SOMA. The increase in population due to the project would not be expected to have a significant effect in the urban area in which the site is located. While potentially noticeable to adjacent neighbors, the increase due to the project would not substantially change the existing area-wide population, as noted above. And the resulting density would not exceed levels which are common and accepted in urban areas such as San Francisco. The project would add residents to South Park which contains other residential uses.

<sup>8</sup> According to the 2000 U.S. Census, the average household size is 1.47 persons per household for Census Tract 179.01, which contains the project site.

<sup>9</sup> The U.S. Census updates annual population estimates at various levels (national through city), which are available at different times throughout the year. Currently, the 2003 population estimates are available for the City of San Francisco, but not for the Census Tract level. To utilize the most recently available information, the 2003 data is utilized at the city level and the 2000 data is utilized for the Census Tract discussion.

The project would also construct approximately 4,000 gsf of retail/restaurant space that would employ about 11 people.<sup>10</sup> In San Francisco, approximately 634,430 jobs were estimated in 2000.<sup>11</sup> The project-related employment growth with respect to the total employment estimates in the City would be less than 0.002 percent, and it is anticipated that some of these new jobs would be filled by existing San Francisco residents.

The project site is a former warehouse that has been vacant since 1993 or 1994. Therefore, the proposed project would not result in the displacement of persons or housing.

In view of the above, the project would not result in significant effects related to population and housing.

4) <u>Transportation/Circulation</u> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_____	<u>X</u>	<u>X</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	_____	<u>X</u>	<u>X</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_____	<u>X</u>	<u>X</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_____	<u>X</u>	<u>X</u>

### The Project Area

The project site is located at One South Park, at the southwest corner of South Park and Second Street, between Bryant and Brannan Streets. Second Street is a two-way street with two travel lanes and a parking lane in each direction. South Park is a two-way street with one lane and a parking lane in each direction; the eastbound and westbound lanes diverge on either end (at Second and Third Streets) of South Park (the park). Bryant Street is one-way eastbound with four travel lanes and a parking lane on each side; east of Second Street, Bryant provides access to the Bay Bridge. Brannan Street is a two-way street with two travel lanes in each direction and a parking lane on each side. Bryant Street is identified as a major arterial in the San Francisco General Plan. Nearby transit service includes Muni lines 10-Townsend (which operates in both directions on Second Street), 12-Folsom (Folsom and Harrison Streets), 15-Third Street (Second and Third Streets), 30-Stockton and 45-Union (Third and Fourth Streets), 47-Van Ness (Fourth, Fifth, Harrison, Bryant, and Townsend Streets, terminating at the Caltrain Station at Fourth and Townsend), and N-Judah (light rail on The Embarcadero and King Street, also terminating at the Caltrain Station). Nearby bicycle routes include Route 5 (The Embarcadero, King

<sup>10</sup> Based on a standard multiplier of 350 square feet per employee, per San Francisco Planning Department *Transportation Impacts Analysis Guidelines for Environmental Review*, October, 2002.

<sup>11</sup> Association of Bay Area Governments (ABAG), *Projections 2003 San Francisco Summary Table*, 2002.



Street, and Third Street), Route 11 (Second Street, Route 19 (Fifth Street), Route 30 (Howard and Folsom Streets), and Route 36 (Townsend Street).

## **Traffic**

The proposed 35 dwelling units would be expected to generate approximately 325 daily person-trips, including about 55 person-trips in the p.m. peak hour, based on the Planning Department's transportation analysis guidelines.<sup>12</sup> The approximately 4,000 gsf of ground-floor retail or restaurant space, which was counted as restaurant space for a conservative analysis, would generate another 800 daily person-trips with 110 p.m. peak-hour person-trips, for a total of 1,125 daily person-trips and 165 p.m. peak-hour person-trips.<sup>13</sup> Based on 2000 census travel mode data for residents within Census Tract 179.01, which includes the project site, and on the Planning Department Guidelines, the project would generate between about 230 and 300 daily vehicle trips, with between about 35 and 45 p.m. peak-hour vehicle trips.<sup>14</sup> Thus, the project would be expected to generate less than one vehicle per minute during the p.m. peak hour, and project traffic would not result in a noticeable effect on nearby streets or intersections. Therefore, the project would not result in a significant traffic impact.

## **Transit**

The project would be expected to generate up to about 40 p.m. peak-hour transit trips, of which some 15 transit trips would result from the 35 residential units, and the remainder, about 25, from the restaurant or retail space. These trips would be made primarily on Muni lines 10-Townsend, 12-Folsom, 15-Third Street, 30-Stockton, 45-Union, 47-Van Ness, and N-Judah (light rail), all of which stop within about three blocks of the project site. The closest bus stops to the project site are those at Second and Brannan Streets and Second and Bryant Streets (lines 10 and 15 southbound; line 10 northbound). Other riders could choose Caltrain (three-and-one-half blocks from the site), while BART and AC Transit are each about five blocks from the site and also accessible via Muni. Because there are more than 100 vehicles on the above-noted Muni lines during the peak hour, over which the project transit trips could be dispersed, and because some riders would use other lines and other carriers, the impact due to the project would not significantly affect transit operations.

## **Parking**

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from

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<sup>12</sup> San Francisco Planning Department *Transportation Impacts Analysis Guidelines for Environmental Review*, October 2002

<sup>13</sup> Based on the Planning Department guidelines' quality sit-down trip generation rate. This analysis is conservative, because if the ground-floor space were devoted to retail use, trip generation would be 25 to 50 percent lower than restaurant trip generation.

<sup>14</sup> The project site is at the southern edge of Superdistrict 1 (the greater downtown and surrounding neighborhoods). Planning Department guidelines assume lower rates of vehicle travel for employees (in this case, employees of the restaurant) within Superdistrict 1 than within Superdistrict 3 to the south. For purposes of a conservative analysis, the vehicle trip generation reported here is presented as a range between Superdistrict 1 and Superdistrict 3 rates.



month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

For the 35 residential units, parking demand would be 49 spaces, based on the Planning Department Guidelines. The project would provide 35 parking spaces, meeting the Planning Code requirement of one space per unit. Therefore, the project would result in a shortfall of 14 residential spaces compared to estimated demand.<sup>15</sup> No parking spaces would be provided for the 4,000 gsf of restaurant/retail space, and none is required under the Planning Code.<sup>16</sup> Based on the Guidelines, the restaurant space could generate a demand for up to about 25 spaces. Peak periods of residential demand (late evening and overnight) and restaurant/retail demand (midday and early evening) depending on hours of operation, may not overlap, and therefore the overall parking shortfall due to the project could be less than the total of 39 spaces for the two uses. In general, on-street parking in the project vicinity is at capacity during the day, and somewhat less than capacity at night.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Sec. 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion.

In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (for example, transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service, in particular, would be in keeping with the City's "Transit First" Policy. The Transit First Policy, established in City Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project site is conveniently located to alternatives to automobile use, including the transit lines described above.

The transportation analysis for the project accounts for secondary effects, such as cars circling and looking for a parking spaces in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if nearby parking is unavailable. Moreover, the secondary effects of drivers searching for parking typically is offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area.

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<sup>15</sup> The project proposes three five-car stacking units (each three spaces wide; one lower-level space always remains vacant to accommodate removal of upper-level cars) and three two-car stacking units that allow cars from either level to be removed or parked by permitting the lower-level vehicle to be lowered partly below grade into a pit that is constructed as part of the stacker installation. Operation of the stackers would be self-service, and would not require a valet be present.

<sup>16</sup> Planning Code Sec. 151 does not require parking for retail or restaurant uses of less than 5,000 occupied square feet.

Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality and noise analyses, reasonably address potential secondary effects.

### **Loading**

The project would not include any off-street loading spaces, and none is required by the Planning Code. On a daily basis, based on Planning Department Guidelines, the project would generate demand for approximately 17 daily loading stops (15 for the restaurant). Peak hourly loading demand would be for approximately one space, most likely in the mid-morning, based on typical restaurant activity. Loading could occur from trucks double-parked either on South Park or on Second Street; the former, in particular, is wide enough to permit trucks to double-park without blocking traffic and has very light traffic flow. Alternatively, the project sponsor could request that the Department of Parking and Traffic authorize creation of a yellow (loading) zone at the curb. In any event, loading would not result in adverse impacts.

### **Pedestrian and Bicycle Conditions**

Sidewalks in the project vicinity have substantial excess capacity at present. Pedestrian activity would increase as a result of the project, but to a degree that could be accommodated on local sidewalks and that would not result in safety concerns. The project site is well-served by designated bicycle routes, including Second, Third (south of Townsend), and Fourth (south of Townsend) Streets (north-south) and Townsend, Folsom, and Howard Streets (east-west). The project proposes six bicycle parking spaces in the ground-floor parking area, which would exceed the Planning Code requirement of two spaces (Planning Code Sec. 155(j)).

### **Construction Impacts**

Project construction would last approximately 18 months. During the construction period, temporary and intermittent transportation impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Any temporary sidewalk closure proposed during construction noise would be subject to review and approval by the Department of Public Works (DPW).

During project construction, the construction workers would have to compete for on-street and off-street parking in the project vicinity. The peak number of construction workers anticipated on-site at any time is approximately 30. Temporary parking demand from construction workers' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles, but would not be expected to substantially affect parking conditions in the project vicinity. This impact would be limited to the estimated 18-month construction period.



In summary, the project would not result in a significant effect with regard to transportation.

5) <b>Noise</b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Increase substantially the ambient noise levels for adjoining areas?	_____	<u>X</u>	<u>X</u>
(b) Violate Title 24 Noise Insulation Standards, if applicable?	_____	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	_____	<u>X</u>	<u>X</u>

Ambient noise levels in the project vicinity are typical of noise levels in greater downtown San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, and emergency vehicles. Noise generated by residential and commercial uses is common and generally accepted in urban areas. Therefore, noise generated by occupants and retail patrons of the proposed project would not have a significant impact. Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes would not double on area streets as a result of the project; therefore, the project would not cause a noticeable increase in the ambient noise level in the project vicinity. With regard to effects of the ambient area noise on project occupants, the project sponsor would design the alterations to the structure in accordance with applicable regulations such that the residential units would not be substantially affected by outside noise. The restaurant/retail space would be less sensitive to noise; a number of other such uses already exist in the project area.

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects (including hotels, motels, and live/work developments). The Department of Building Inspection (DBI) would review the final building plans to insure that the building wall and floor/ceiling assemblies for the residential development meet State standards regarding sound transmission.

### **Operational Noise**

The proposed project would include mechanical equipment that could produce operational noise, such as heating and ventilation systems. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. This section establishes noise limits for fixed noise sources, such as building equipment. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, effects related to operational noise would not be significant.

### **Construction Noise**

Interior excavation and construction and façade work would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. No pile driving would be required as part of the project.



According to the project sponsor, the construction period would last approximately 18 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would generally be limited to the period during which seismic strengthening and façade work would occur. The proposed project would retain the existing building walls; thus most of the project construction would occur in the building interior. Interior construction would be substantially reduced by the existing exterior walls.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, hydraulic hammers, pile drivers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project must comply with regulations set forth in the San Francisco Noise Ordinance.

There are no noise-sensitive receptors, such as schools or hospitals, in the project vicinity that would be adversely affected by construction noise.

In light of the above, project effects related to construction noise would not be significant.

6) <u><b>Air Quality/Climate</b></u> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_____	<u>X</u>	<u>X</u>
(b) Expose sensitive receptors to substantial pollutant concentrations?	_____	<u>X</u>	<u>X</u>
(c) Permeate its vicinity with objectionable odors?	_____	<u>X</u>	_____
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_____	<u>X</u>	<u>X</u>

### **Emissions from Operations**

Operation of the project would not cause or contribute substantially to any existing or projected air quality violation. According to CEQA guidance issued by the Bay Area Air Quality Management District (BAAQMD), a project would have potentially significant emissions impacts if the project were to generate more than 2,000 vehicle trips per day. As noted in the Transportation section the proposed project would generate up to about 300 vehicle trips per day, well below the BAAQMD's threshold for air quality analysis. Therefore, consistent with BAAQMD guidance, no quantitative analysis of operational air quality is required, and the project would not result in a significant effect with regard to

operational air quality. The project would be generally consistent with the San Francisco General Plan, the General Plan does not project a population increase in excess of that forecast in the *Bay Area 2000 Clean Air Plan*, and the General Plan, Planning Code, and City Charter implement various Transportation Control Measures identified in the *Clean Air Plan* through the City's Transit First Program, bicycle parking requirements, transit development fees, and other actions. In light of the above, the project would not contribute considerably to cumulative air quality impacts.

### **Construction Emissions**

Construction emissions would be temporary, but they could still cause adverse effects on local air quality. Emissions during construction would be somewhat limited by the fact that the existing building shell would remain, thereby containing some dust and other emissions that might otherwise travel off-site. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM-10 (particulate matter with a diameter of less than 10 microns) control measures for construction activities. The proposed project would include Mitigation Measure 1, p. 43, that would implement the appropriate BAAQMD measures by requiring the project contractor to water the site (with reclaimed water), cover soil and other materials, cover the trucks, and sweep the streets to minimize dust generation during excavation, storage, and transportation. The contractor also would minimize vehicle emissions by prohibiting idling of engines and by implementing a vehicle maintenance program. Because the proposed project would include this measure, it would not cause significant construction-related air quality effects.

### **Shadow**

Section 295 of the Planning Code was adopted through voter approval of Proposition K, in November 1994, to protect certain public open spaces from shadowing by new structures. Section 295 prohibits the issuance of building permits for structures or additions to structures greater than 40 feet in height that would shade property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission, during the period from one hour after sunrise to one hour before sunset, unless the Planning and Recreation and Park Commissions determine that such shadow would be insignificant.

The project includes a partial fifth-floor addition, which would result in a building addition above 40 feet; accordingly, a shadow fan analysis was performed for the project. South Park, a Recreation and Park Department property, is approximately 50 feet from the project site, across South Park.

To avoid a shading impact on South Park, the project's partial fifth floor (penthouse) would rise between five and nine feet above the existing parapet to a maximum building height of 62 feet, measured according to the Planning Code, and would be set back a minimum of 26 feet from the western edge, 29 feet from the South Park façade and a minimum of 12 feet from Second Street. In addition, portions of the penthouse roof would be sloped downward towards the park to avoid interfering with sunlight during Section 295 hours.



Planning Department staff reviewed the proposed project for compliance with Section 295. According to Planning staff, "the shadow fan indicates that there is no new shadow impact from the subject property on any property protected by the ordinance." The Department's analysis concluded that the proposed project is in compliance with Section 295 of the Planning Code.<sup>17</sup>

A neighbor on the north side of South Park near Second Street expressed concern about the potential project shadow on a residence there. The consultant's shadow expert reviewed the proposed project which, as noted, would increase the height of the One South Park building by the addition of a partial fifth-floor penthouse, to determine if new project shadow could reach across South Park (the street). New shadow was reviewed in the early morning (the first minute after one hour past sunrise, consistent with standard practice in evaluation of shadow effects in San Francisco, pursuant to Section 295 of the Planning Code) in December, when shadows are longest.

As proposed, the penthouse would be set back from the Second Street, South Park, and western façades of the One South Park building. As described previously, the existing building to the south of One South Park, at 580 Second Street, is approximately 70 feet tall, or at least 17 feet taller than the One South Park building. With implementation of the proposed project, 580 Second Street would remain at least 8 feet taller than One South Park with the addition of the new penthouse. Because of this height differential, and because the proposed new penthouse atop One South Park would be set back from the street wall, it was determined that during the hours covered by Section 295 (between one hour after sunrise and one hour before sunset), no new shadow from the adaptive reuse of the One South Park building would extend across South Park (the street) to the north side of the street, inasmuch as the shadow that would otherwise be cast by the new penthouse would be subsumed within existing shadow cast by the taller building at 580 Second Street.

In sum, net new shadow from the project would be limited. The project would not increase the total amount of shading above levels that are common and generally accepted in urban areas. Therefore, while there would be some net new shadow due to the project, in light of the above, the project would not have a significant shadow impact.

## Wind

The proposed partial fifth floor, which would be up to nine feet above the existing parapet height of the building, would not add sufficient height or bulk to substantially change ground-level winds, and therefore the project would not result in a significant effect with regard to wind.

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<sup>17</sup> Mat Snyder, Planner, Planning Department. Case No. 2003.1086K One South Park Letter, August 2, 2004. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.



7) <b><u>Utilities/Public Services</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	_____
(b) Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	_____
(c) Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	_____
(d) Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

The project site is currently served by fire, police, schools, solid waste collection, recreational facilities, water, gas, and electricity. The proposed project would add new residential, retail and parking uses to the site, and would increase use of, and demand for, public services and utilities on the project site and increase water and energy consumption, but not in excess of amounts expected and provided for in the project area, and would not be expected to have a measurable impact on public services or utilities. The rehabilitated warehouse building would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by California State Building Code Section 402.0(c). The project would be undertaken in an area where utilities and services are currently provided for, and no need for expansion of public utilities or public service facilities is anticipated due to the project. Therefore, the project would not result in a significant impact on public services and utilities.

The project would provide open space for project residents and would have frontage on South Park, an old, oval-shaped park which gives the street its name. Thus, project residents would have convenient access to private and public open space.

8) <b><u>Biology</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u>X</u>	<u>X</u>
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u>X</u>	<u>X</u>
(c) Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	<u>X</u>

The project site is covered completely by the existing building. There are no existing trees or other vegetation on the site. The project would not affect any threatened, rare, or endangered animal or plant life or habitat. The project would not interfere with any resident or migratory species. Therefore, project effects related to biology would not be significant.

9) <u>Geology/Topography</u> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_____	X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?	_____	X	X

The San Francisco General Plan, Community Safety Element, includes maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to seismic ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3). The project site is not located within a Seismic Hazards Study Zone designated by the California Geological Survey, as shown on the Map of Seismic Hazards Study Zone Areas of Liquefaction Potential (Map 4) of the Community Safety Element, and the 2001 State of California Seismic Hazards Zone Map for San Francisco prepared by the California Geological Survey under the Seismic Hazards Mapping Act of 1990. Like the entire San Francisco Bay Area, the project site is subject to ground shaking in the event of an earthquake. Considering that the proposed project includes a seismic retrofit component, the project would reduce ground shaking hazard at the site compared to the existing conditions.

The project sponsor has provided a geotechnical investigation report prepared by a California-licensed geotechnical engineer, which is on file with the Planning Department and available for public review as part of the project file.<sup>18</sup>

The geotechnical investigation found that materials underlying the site consist of approximately five feet of sandy fill over native sandy clay and weathered sandstone bedrock. Groundwater was not investigated at the project site, and was encountered in borings up to 25 feet deep during a geotechnical investigation for a project farther west on South Park. The project would require excavation to a depth of approximately 4.5 feet for most of the site, necessitating removal of about 3,000 cubic yards of soil.<sup>19</sup> The project also would include seismic strengthening of the existing One South Park building.

The geotechnical report found no visible signs of substantial slab or foundation settlement in the building and the consultant concluded that the foundation is adequate to support the existing building loads. A concrete mat foundation is proposed to support the seismic structural elements. The recommendations contained in the report include, but are not limited to, construction of new foundations to support the seismic structural elements, moment frames and shear walls, and any loads from the renovation and seismic upgrade that exceed the estimated maximum load previously applied to the footings. The consultant provided other recommendations regarding allowable bearing pressures, floor slab design, footings, seismic design criteria, excavation, and fill placement. The geotechnical report found the site

<sup>18</sup> Treadwell and Rollo, Inc (TRI), *Review of Foundation Plans, One South Park Renovation, San Francisco, California*, Letter Report, August 24, 2000; Geotechnical Investigation in One South Park Renovation, Letter Report, November 2, 1998; and Supplemental Geotechnical Consultation, One South Park Renovation, Letter Report, March 24, 1999. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.

<sup>19</sup> Excavation to an additional depth of several feet would be required in limited areas for installation of the parking stackers.

suitable for the proposed development providing that the recommendations included in the reports were incorporated into design and construction of the proposed project. The project sponsor has agreed to follow the recommendations of the reports in constructing the project.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing the building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. The above referenced geotechnical investigations would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed.

The project involves the seismic strengthening of an existing building, which would result in the building being made safer in an earthquake. The project would involve excavation; all excavation would be within the footprint of an existing building, and no unique geologic or physical feature would be altered. In view of the above, the project would not have a significant effect on geology.

10) <b><u>Water</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially degrade water quality, or contaminate a public water supply?	_____	<u>X</u>	<u>X</u>
(b) Substantially degrade or deplete ground-water resources, or interfere substantially with groundwater recharge?	_____	X	X
(c) Cause substantial flooding, erosion or siltation?	_____	<u>X</u>	<u>X</u>

The project site is covered completely by the existing building, which would remain in place. The project would not decrease the amount of impervious surface area, and would not measurably affect current runoff or groundwater. Therefore, surface water sources, groundwater, runoff and drainage would not be adversely affected.

Construction of the new footings and mat foundation would require minor excavation beyond the lowering of the ground floor level by 4.5 feet, with limited additional excavation for parking stackers. Groundwater was not encountered in geotechnical investigation in the project area, indicating that groundwater likely would not be an issue for construction. However, any groundwater encountered during construction would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Public Utilities Commission must be notified of projects necessitating dewatering. That office may require analysis of water samples before discharge.

In light of the above, effects related to water resources would not be significant.



11) <b><u>Energy/Natural Resources</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_____	<u>X</u>	<u>X</u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_____	<u>X</u>	_____

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations. For this reason, it would not cause a wasteful use of energy, and the effect would not be significant.

12) <b><u>Hazards</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_____	<u>X</u>	<u>X</u>
(b) Interfere with emergency response plans or emergency evacuation plans?	_____	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	_____	<u>X</u>	<u>X</u>

A Phase I Environmental Site Assessment report and a subsequent Tank Closure Report for an underground storage tank were prepared for the project site by independent consultants to assess the history of use of the site and surrounding area and potential sources of hazardous materials at the site as a result of activities on and off the site. The potential for soil and groundwater contamination and hazardous building materials at the project site was also assessed.<sup>20,21</sup> These reports are summarized here.

## **Hazardous Building Materials**

### ***Asbestos***

The Phase I Environmental Site Assessment for the project identified asbestos-containing vinyl floor tiles, which were reported to be in fair condition. These would be removed during rehabilitation of the building. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated

<sup>20</sup> Golden Gate Tank Removal, Tank Closure Report, One South Park, San Francisco, California, prepared for Peter Tong, November 10, 1999. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.

<sup>21</sup> EMG, Inc. Phase I Environmental Site Assessment of 1 South Park, San Francisco, California, prepared for United Commercial Bank, November 3, 1999. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.

compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos.

The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition (defined as moving or dismantling or any structural member of a building), or abatement work, including any renovation in which more than 100 linear feet, 100 square feet, or 35 cubic feet of asbestos-containing material is to be removed. Notification includes the names, addresses and phone numbers of operations and persons responsible, including the contractor; description and location of the structure to be renovated/demolished including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects removal operations. In addition, the District inspects any removal operations concerning which a complaint has been received.

The local office of the California Occupational Safety and Health Administration (OSHA) must be notified if asbestos abatement is to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement would occur must have a Hazardous Waste Generator Number assigned by, and registered with, the California Department of Health Services. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would ensure that potential impacts due to asbestos would be reduced to a level of insignificance.

### ***Lead-Based Paint***

The Phase I Environmental Site Assessment did not conduct a survey for sources of lead-based paint so it is not known whether lead-based paint would be disturbed during interior demolition, alteration and construction. Considering that the building was constructed in 1913, it is possible that lead-based paint is present at the site. Regulations and procedures required as part of Chapter 36 of the San Francisco Building Code, as discussed below, would ensure that potential impacts associated with to lead-based paint would remain less than significant.

Construction, demolition, and renovation activities must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36

requires specific notification and work standards, and identifies prohibited work methods and penalties. Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed.

The ordinance contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development. The ordinance also identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party (owner or contractor) must provide written notice to the Director of the Department of Building Inspection of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or non-residential, owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.)

The ordinance contains provisions regarding inspection and sampling, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. As noted, these regulations and procedures of the San Francisco Building Code would ensure that potential impacts of demolition/alteration due to lead-based paint would be reduced to a level of insignificance.

### *Prior Uses of the Site*

The building foundation is underlain by 5 feet of sandy fill. Given that the fill appears to be native sandstone, and given the site's historic location on Steamboat Point,<sup>22</sup> the fill material is unlikely to have

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<sup>22</sup> The 1859 U.S. Coast Survey map shows that the northeastern tip of Steamboat Point was approximately at the corner of Second and Townsend Streets, one and one half blocks south of the project site.



been contaminated prior to placement, as is the case with some fills used in bay reclamation in the 1800s and early 1900s that were imported from other locations.

A 1,500-gallon, underground storage tank was removed from beneath the sidewalk adjacent to the building in November 1999. Based on the Tank Closure Report, the underground tank was inactive when removed and was thought to be between 60 and 80 years old. The underground tank was in poor condition and had at least one hole; however, there was no visible evidence of contamination in the excavated tank pit. Analysis of soil samples collected from the pit did not detect petroleum contaminants. Based on this report, it appears that the underground tank was empty before the holes formed and did not contaminate the subsurface soils on the property. The City of San Francisco, Department of Public Health (DPH) issued a closure letter to the building owner on September 23, 2002.<sup>23</sup>

The Phase I Environmental Site Assessment concluded that there are no activities currently conducted on the site that present environmental concerns, nor were there specific findings that would indicate the site is affected by off-site activities. Other than the underground tank discussed above and the presence of asbestos-containing vinyl floor tile, discussed under Asbestos, the Phase I Environmental Site Assessment and Tank Closure Report did not identify conditions that could cause soil and groundwater contamination, present a human health hazard, or threaten the surrounding environment.

Staff of the City Department of Public Health (DPH), Environmental Health-Hazardous Waste Unit (EHS-HWU) reviewed the Phase I and UST reports for the project site, and recommended construction dust control for excavation, and proper handling of the 3,000 cubic yards of soil to be excavated. Please see Mitigation Measure 1, p. 43, regarding construction Air Quality. The project sponsor would implement this measure, which would ensure dust control. The project sponsor and contractor also would be required to comply with procedures regarding disposal of the excavated soil. Typically, such disposal requires that soil be characterized (i.e., hazardous materials present in the soil, if any, must be identified) prior to disposal in a landfill, to permit the soil to be disposed of in accordance with applicable laws and regulations. Soil containing contaminants in excess of regulatory levels must be disposed of in a licensed landfill.

### **Evacuation, Emergency Response, and Fire Safety**

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing and new buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on the building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards would be mitigated during the permit review process.

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<sup>23</sup> Stephanie Cushing, Senior Environmental Health Inspector, Local Oversight Program, Department of Public Health, e-mail communication, July 22, 2004.

13) <b><u>Cultural</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific Study?	_____	<u>X</u>	<u>X</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	_____	<u>X</u>	_____
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	_____	<u>X</u>	<u>X</u>

### Archaeological Resources

The project site is located within the Steamboat Point peninsula, and the earliest historic uses of the project area were shipbuilding and boat repair along the shoreline in the 1850s. By the 1860s, filling had commenced in the shallow waters off Steamboat Point, and the project area was developed with “backland” uses related to shipping, including warehouses; industrial uses such as metal foundries, paint works, and canning and packing plants; and residences for local workers.<sup>24</sup> Prior to construction of the existing building in 1913, the project site functioned as a lumber yard at least as early as 1886.<sup>25</sup> The materials underlying the project site consist of approximately 5 feet of sandy fill over native sandy clay and weathered sandstone bedrock.<sup>26</sup>

South Park was San Francisco’s first exclusive residential neighborhood. In 1852 George Gordon, an Englishman who traveled to San Francisco to capitalize on the Gold Rush, began to plan the area. South Park was designed to emulate “ornamental grounds and building lots on the plan of London Squares, Ovals or Crescents, or of St. John’s Park or Union Square in New York City.”<sup>27</sup> A public garden 75 by 550 feet was laid out in the center, “surrounded by ornamental iron railing,” around which ran avenues forty-feet wide. Bordering these avenues two-story brick houses were erected. South Park remained an exclusive neighborhood until the completion of the Second Street cut in 1869, which connected Downtown to the Waterfront via Second Street and made the area more accessible. In 1897, the City established the open space in the center of South Park as a public park. Completely destroyed in the

<sup>24</sup> Final Negative Declaration, 670-680 Second Street, Case No. 1999.106E, August 20, 1999.

<sup>25</sup> EMG, Inc., *op. cit.* (Note 21)

<sup>26</sup> Treadwell and Rollo, Inc (TRI), *Review of Foundation Plans, One South Park Renovation, San Francisco, California*. August 24, 2000. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.

<sup>27</sup> From George Gordon’s *South Park Prospectus*, cited from The Neighborhood Park Council Parks History: South Park. <http://www.sfneighborhoodparks.org>; Christopher verPlanck, “South of Market Architecture,” San Francisco Apartment Magazine, August 2000. <http://www.sfaa.org/magazine/archives/2000/0800/feature/verplanck.html>, Accessed July 22, 2004. Walter J. Thompson, “‘Lord’ George Gordon and South Park,” San Francisco Chronicle, February 25, 1917. Accessed at <http://www.zpub.com/sf50/sf/hgsto29.htm>. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.



earthquake in 1906, South Park was rebuilt to generally reflect what existed prior to the earthquake. Today, it is a mixed-use neighborhood surrounding a grassy, oval open space.

The proposed project would involve excavation of about 4.5 feet in most of the building interior (with limited additional excavation for parking stackers) to construct a new floor in the building and foundation, and for placement of new or deepened foundation footings. Because the excavation, to a general depth of about 4.5 feet, would be undertaken entirely within the confines of the existing building, it is unlikely that subsurface archaeological resources would likely be encountered. A mitigation measure is included in the project in the event of an accidental discovery of subsurface cultural resources, and would reduce potential effects on archaeology to a less-than-significant level (see Mitigation Measure No. 2, p. 43).

### **Historic Architectural Resources**

The South End Historic District, in which the project site is located, was approved and listed in Article 10 of the Planning Code in 1990. Unlike most other areas of the San Francisco waterfront, the South End District “contains an extraordinary concentration of buildings from almost every period of San Francisco’s maritime history. Several street fronts – such as Second, Third, and Townsend – are characterized by solid walls of brick and reinforced concrete warehouses. With this harmony of scale and materials, the South End Historic District is clearly a visually recognizable place” (Planning Code, Article 10, Appendix I, Sec. 5). The district’s period of historical significance is long – 1867 to 1935 – and “comprises the era during which the waterfront became a vital part of the city’s and the nation’s maritime commerce”; the majority of the buildings, including One South Park, were built between 1906 and 1929, a period during which trade along the waterfront increased dramatically.

Appendix I continues, “Multi-story buildings have been more common along the southern waterfront since the turn of the century. After 1906, almost all new warehouses were constructed to be at least three stories in height, and several warehouses on Second and Townsend Streets reached six stories. The invention of the forklift in the 1930s eliminated advantages which multi-story buildings enjoyed over single-story structures. Since 1945, almost all warehouses constructed in the United States have been one story in height. Many multi-story warehouses and industrial buildings have been converted to other uses or are vacant because they have become obsolete for most warehouse or industrial functions” (Appendix I, Sec. 5).

Red (and sometimes yellow) brick and, in later buildings, reinforced concrete are the common construction materials in the Historic District, giving most buildings a rough texture. Façades built before 1920 typically had limited fenestration; although large-sash industrial glazing generally appeared later, One South Park features extensive glazing on its principal Second Street and South Park façades. Detailing is minimal, with arches common on the ground floor and frequently repeated on the upper floors. Cornices are generally simple and tend to be abstract versions of the more elaborate cornices found in downtown commercial structures from the nineteenth century. Where detail occurs, it is often found surrounding entryways (Appendix I, Sec. 6(a)).



The three-story building at One South Park was constructed in 1913 as a storage warehouse facility for the Tobacco Company of California for tobacco processing and storage. It was designed by William H. Crim, Jr., an architect trained at the California School of Mechanical Arts who worked for a period with Willis Polk. The One South Park building is a prime example of the later warehouse building type; the use of reinforced concrete as a construction material allowed for the large expanses of glazing that are characteristic of the later warehouse buildings present within the South End Historic District. The rather simple commercial building does feature some Neoclassical detailing, such as the prominent arcade along the front elevation (Second Street is the historic building front) to accommodate the rail spur, and the use of cast medallions between the arches.<sup>28</sup>

The building was constructed of reinforced concrete with a stucco exterior. The double-height ground floor was designed to accommodate the loading and movement of bulk merchandise, and it is characterized on the exterior by tall, arched bays with industrial steel sash windows. On the spandrels between the arched windows are cast bronze medallions featuring an Indian head motif. The primary, east elevation is characterized by a rail spur track opening that runs parallel to the front façade plane that was incorporated into the design to aid in the loading and transfer of goods. The succession of open arches delineating the spur track are reminiscent of a classical arcade. The two floors above are cantilevered over this open area. The upper two floors feature large rectilinear window openings with industrial steel sash windows — they are arranged in bays that correspond to the arched bays of the ground level. A continuous beltcourse separates the first floor from the upper two floors, and the entire building is capped with a simple projecting cornice.<sup>29</sup> (See Figure 7.)

As noted, One South Park is a Contributory structure in the South End Historic District. It was also found to be a “Contributor” to a potentially eligible National Register Historic District by the California Office of Historic Preservation, and has been rated by San Francisco Architectural Heritage as a “B”, indicating that it is a building of major importance. The building has a National Register status code of 3D in the Office of Historic Preservation database, indicating it is appears eligible for the National Register as a contributor to a National Register-eligible district.

This project proposes to convert the existing 52,500-gsf former warehouse and garment manufacturing building into 35 dwelling units. The proposed project would lower the ground floor by approximately four-and-a-half feet to accommodate the insertion of a new floor between the existing first and second floors. The project would infill the open railcar spur that is located along the primary, east elevation of the property, with glass recessed eight inches behind the interior wall. All of the existing industrial steel sash windows would be replaced. Other exterior modifications include: the vertical addition of a partial penthouse level, the creation of two light wells (one interior and the other at the rear, west elevation) to

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<sup>28</sup> Winslow Hastie, San Francisco Planning Department Preservation Technical Specialist, Memorandum to Carol Roos, San Francisco Planning Department Major Environmental Analysis, April 15, 2004. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.

<sup>29</sup> *Ibid.*



East (Second Street) Facade



North (South Park) Facade

2003.1086E and 2004.0231 One South Park Reuse and Zoning Map 1H Amendment (204194) ■

**Figure 7**  
Views of Project Site



meet residential exposure requirements, the replacement of existing roll-up loading doors with new entries at the east and north elevations, and the insertion of new window openings at the rear, west elevation. According to the project architect, the exterior alterations would result in the removal of about three percent of the existing Second Street and South Park exterior walls, which are the principal façades.<sup>30</sup>

A “substantial adverse change” to a historical resource is defined by CEQA Guidelines Section 15064.5 as “demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” The significance of a historical resource is “materially impaired,” according to Guidelines Section 15064(b)(2), when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historic significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources (including a determination by the lead agency that the resource is eligible for inclusion in the California Register); account for its inclusion in a local register of historical resources adopted by local agency ordinance or resolution (in accordance with Public Resources Code Sec. 5020.1(k)); or account for its identification in a historical resources survey that meets the requirement of Public Resources Code Sec. 5024.1(g), including, among other things, that “the resource is evaluated and determined by the [State Office of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523,” unless the lead agency “establishes by a preponderance of evidence that the resource is not historically or culturally significant.” The CEQA Guidelines indicate that projects that are consistent with the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings generally “shall be considered as mitigated to a level of less than a significant impact on the historic resource” (Section 15064.5(b)(3)).

Exterior alterations to the existing building, as a Contributory structure within the South End Historic District, require issuance of a Certificate of Appropriateness (Planning Code Sec. 1006). A Certificate of Appropriateness may be granted if proposed alterations would have no “significant impact upon, or [be] potentially detrimental to” the building (Planning Code Sec. 1006.2). The Landmarks Preservation Advisory Board, Department Preservation Technical Specialists, and Consultants use the standards of Planning Code Section 1006.7 and the U.S. Secretary of the Interior’s *Standards for the Treatment of Historic Properties* in their evaluation and recommendations. The Federal Standards for Rehabilitation (the applicable portion of the Secretary’s Standards for adaptive reuse) require minimal change to distinctive materials, features, spaces and spatial relationships; preservation of the historic character of the property; preservation of distinctive materials, features, finishes and construction techniques; repair of deteriorated historic features; and new additions or adjacent construction which, if removed in the future, leaves the essential form and integrity of the historic property and its environment unimpaired. The standards in Planning Code Section 1006.7 include, but are not limited to, a finding that the

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<sup>30</sup> Principal façades are “exterior walls of a building which are adjacent to or front on a public street, park or plaza” (Planning Code Sec. 102.22).



proposed alterations preserve the significant<sup>31</sup> exterior architectural features and do not adversely affect the special character or historical, architectural, or aesthetic interest or value of the landmark.

An evaluation of the One South Park resource and proposed changes to the building was prepared by Planning Department staff.<sup>32</sup> The evaluation determined that a significant character-defining feature of the building is the arcade along the primary, east (Second Street) elevation, a feature that “reflects the important transportation-related history of this building. The significance of the South End Historic District lies in its collection of warehouse building types spanning from 1867 to 1935, which are inextricably connected to San Francisco’s maritime history and the City’s prominent position as a seaport and transportation hub for the entire West Coast.” Other important character-defining features include the original industrial steel sash windows and the original window openings, as well as the cast bronze medallions depicting Indian heads, the belt course and the cornice.

Appendix I of Article 10 calls for renovations to respect the continuous street wall of existing development in the district and for windows to respect existing patterns of fenestration (Appendix I, Sec. 6(b)). Section 7(d), Additional Provisions for Certificates of Appropriateness, states that:

It is recognized that certain alterations to the exteriors of buildings within the Historic District may be necessary in order to accommodate adaptive reuse of, and to provide sufficient light and air in, such buildings. Substantial alterations to principal facades, as defined in Planning Code Section 102.22, should be discouraged. Substantial alterations to non-principal facades, not originally intended to be viewed from the street, may be appropriate, provided such alterations maintain the character of the historic district.

According to the Preservation Technical Specialist report of the Planning Department, Planning staff found that, while the building retains its original envelope, location and major exterior features, the façade has been altered with new entries along the east, Second Street, and north, South Park, elevations.

According to the Preservation Technical Specialist report, Planning Department staff determined that the proposed exterior changes would be “in accordance with the Secretary of the Interior’s Standards for Rehabilitation because they are sensitively designed or are proposed in compatible locations (rear, lesser elevations or within existing openings).” The Planning Department staff worked with the project sponsor to refine the project to address Department concerns regarding infill of the open railroad spur along the historic front, east elevation of the property. The sponsor proposed a design solution that features:

a glass curtain wall system inserted within the space and recessed from the inside wall of the arcade by eight inches. However, the original arched openings along 2nd Street would not technically be infilled since the glass curtain wall system would actually be inserted and spaced behind the wall of arched openings. It is the Department’s opinion that this would allow the casual

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<sup>31</sup> This use of the word significant in the context of historic architectural resources is to be differentiated from its use under CEQA wherein it denotes an effect that constitutes a substantial adverse change in the environment. Significant, when used in reference to historic architectural resources, denotes a resource’s importance.

<sup>32</sup> Winslow Hastie, San Francisco Planning Department Preservation Technical Specialist, Memorandum to Carol Roos, San Francisco Planning Department Major Environmental Analysis, April 15, 2004. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.1086E.

visitor to “read” this space as historically being open and it would be easily understood that this infill is a modern alteration, therefore, the infill is consistent with the Secretary’s Standards.<sup>33</sup>

Similarly, replacement of the existing steel sash windows with new aluminum double-paned windows would comply with the Secretary’s Standards because the new windows would be compatible with the existing steel sash windows in terms of glazing pattern and muntin width, depth and profile.<sup>34</sup>

Because exterior alterations would conform to the Secretary of the Interior’s Standards, the proposed project would not substantially damage, destroy, or change the defining features including exterior architectural features of the building, that are compatible with the character of the Historic District. For the reasons stated above, rehabilitation and interior alteration of the One South Park building would not result in alteration such that the historic architectural significance of the buildings would be impaired. Therefore, the project would not result in a significant impact related to historic architectural resources.

C. OTHER	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval and/or permits from City Departments other than Planning Department or Department of Building Inspection, or from Regional, State, or Federal Agencies?	_____	<u>  X  </u>	_____

### Summary of Neighborhood Concerns

A notice of a Project Receiving Environmental Review was sent out for this project on March 5, 2004. There were two responses, which expressed the following concerns regarding the proposed project: potential for new shadow resulting from the partial fifth-floor addition on a residence on the north side of South Park; request for employee parking for the ground floor retail use; that reasonable time limits be imposed on construction noise during nighttime, early morning and weekends; and a request for information regarding the location and height of the partial fifth floor. These issues have been addressed in the Initial Study, under the appropriate topic heading.

The proposed project requires a Height and Bulk Map change to Zoning Map 1H, Conditional Use authorization for residences in the SSO District, a rear yard exception for the amount of project open space and to provide the rear yard in other than standard configuration; and a Certificate of Appropriateness for alteration of a Contributory building in the South End Historic District, as described on p. 11. The Planning Department and Planning Commission would consider these approvals, and the Board of Supervisors and the Mayor must (respectively) approve and sign the Height and Bulk reclassification. While local concerns or other planning considerations may be grounds for modification or denial of the development proposal and rezoning, in the independent judgment of the Planning Department, there is no substantial evidence that the development project and rezoning could have a significant effect on the environment.

<sup>33</sup> Winslow Hastie, *op. cit.* (Note 32)

<sup>34</sup> *Ibid.*



#### D. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1) Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	<u>      </u>	<u>      </u>	<u>X</u>
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	<u>X</u>	<u>      </u>	<u>      </u>	<u>X</u>

The following are mitigation measures that have been agreed to by the project sponsor to avoid potentially significant effects of the proposed project.

##### **Mitigation Measure 1 – Construction Air Quality**

To reduce particulate emissions, the project sponsor shall require the contractor(s) to spray demolition sites with water during demolition, excavation, grading and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during these periods at least once per day. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

##### **Mitigation Measure 2 – Cultural Resources, Accidental Discovery**

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Sections 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm(s)) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.



If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

E. MANDATORY FINDINGS OF SIGNIFICANCE      Yes      No      Discussed

- |  |       |          |          |
|--|-------|----------|----------|
| 1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history? | _____ | <u>X</u> | <u>X</u> |
| 2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?   | _____ | <u>X</u> | _____    |
| 3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)  | _____ | <u>X</u> | <u>X</u> |
| 4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?   | _____ | <u>X</u> | _____    |

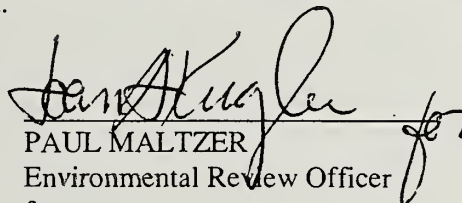
F. ON THE BASIS OF THIS INITIAL STUDY

\_\_\_\_\_ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

X I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers 1-2, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

\_\_\_\_\_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

August 12, 2004  
Date

  
PAUL MALTZER  
Environmental Review Officer  
for  
GERALD GREEN  
Director of Planning  
Planning Department









